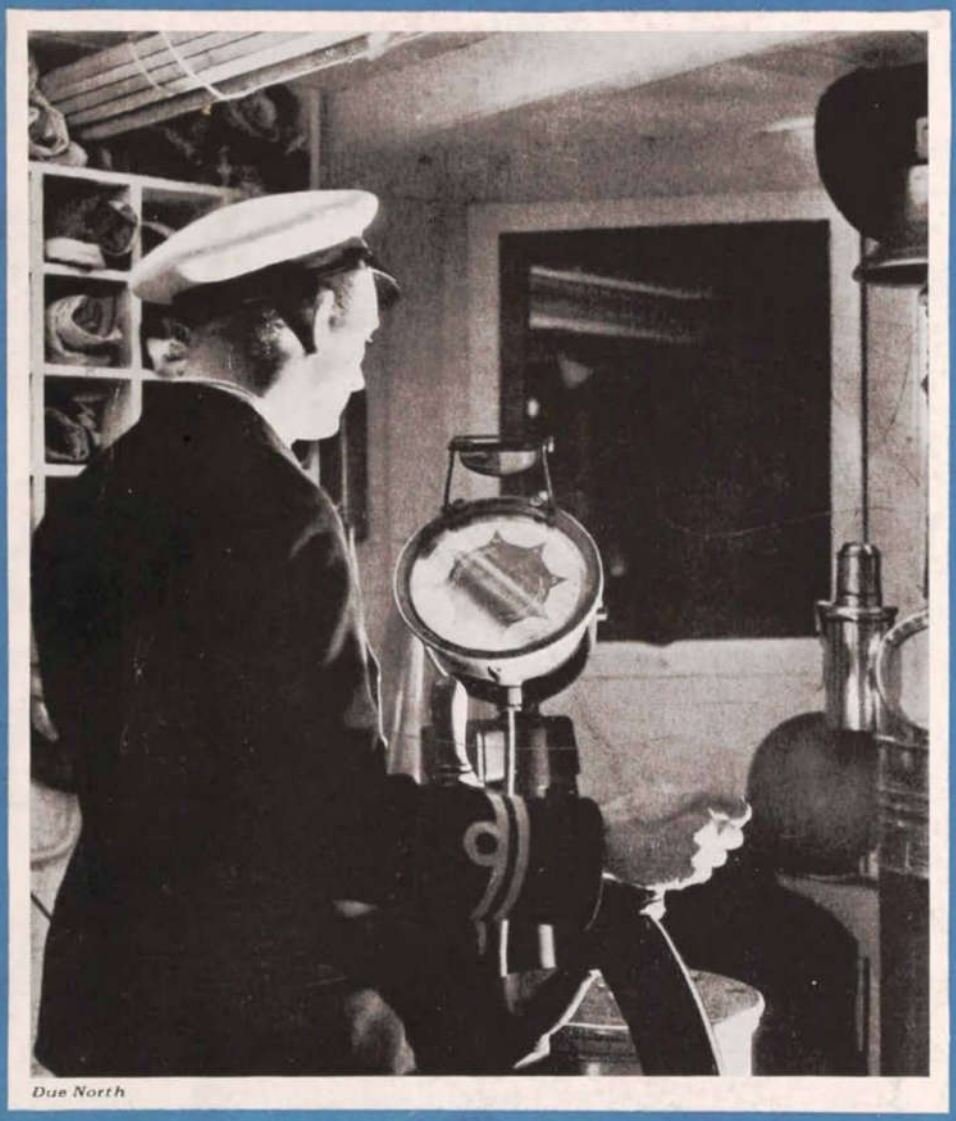
The Beaver

A MAGAZINE OF THE NORTH



Due North

OUTFIT 264
NUMBER 4

HBC Guns
—Sir Charles Piers, Bt.

British Polar Year
—J. M. Stagg

Old and New
—The Anglican Bishop of the Arctic

Prairie Folk-Songs
—Mary Weekes

Message to Ex-Scouts
—Lord Baden-Powell

HBC and "The Old Lady"
—J. Chadwick Brooks, O.B.E.

William Tomison
—R. H. G. Leveson Gower

PUBLISHED QUARTERLY BY
Hudson's Bay Company.
INCORPORATED 2ND MAY 1670.

A Message to Ex-Scouts in the Company's Service from Lord Baden-Powell

I HAVE had such very gratifying letters from some of the ex-Scouts in the service of the Hudson's Bay Company, in response to my wireless message to them last year, that I am tempted again to accept the invitation of the Company to say a few words of greeting to you.

Those who have written to me agree in saying that it is a hard life up there in the back of beyond, but that they thoroughly enjoy it and are devoted to the service.

Well, that is just what I had hoped to hear, mainly for this reason: You fellows up there on the far off frontier of the Empire, living a man's life of hard fare and hard work, are the admiration of your younger brothers at home. You are heroes to them, and what you do and say they like to imitate.

So I pass on to them what I learn of your doings both from your own letters to me and from the reports of your officers in the Company. I tell them how, cut off from civilization and help, you have to act courageously on your own initiative and to rely on yourselves. You are trusted to do your job honestly and to the best of your ability, without somebody to oversee you all the time, and you respond to that trust. You carry out the first Scout Law, "A Scout's honour is to be trusted." And in your dealings with the few individuals you meet with in those parts you carry out the spirit of other laws in the Scout code by being kind and helpful to others—and also friendly to animals.

So don't think that your time and your energy are thrown away up there. You are showing an example which travels far and influences for good a large number of your younger brothers in more civilized parts of the world.

Stick to it and go ahead, and good luck go with you.

(Signed) BADEN-POWELL OF GILWELL,
Chief Scout.

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MARCH 1934

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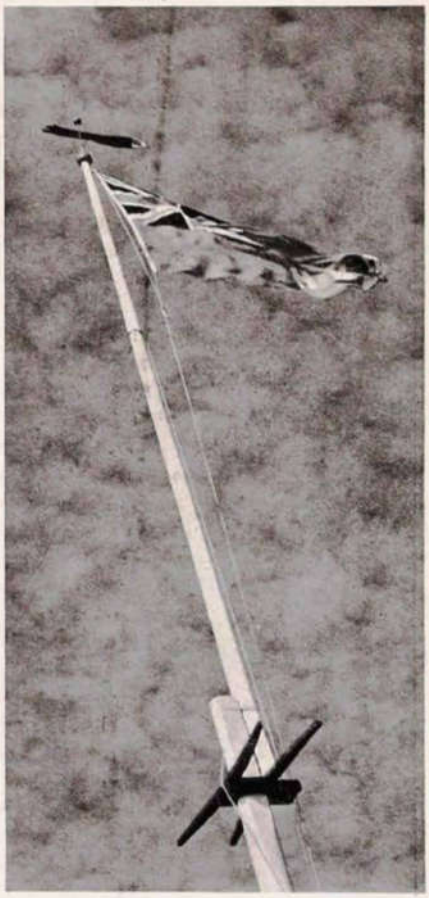
HUDSON'S BAY HOUSE WINNIPEG, CANADA



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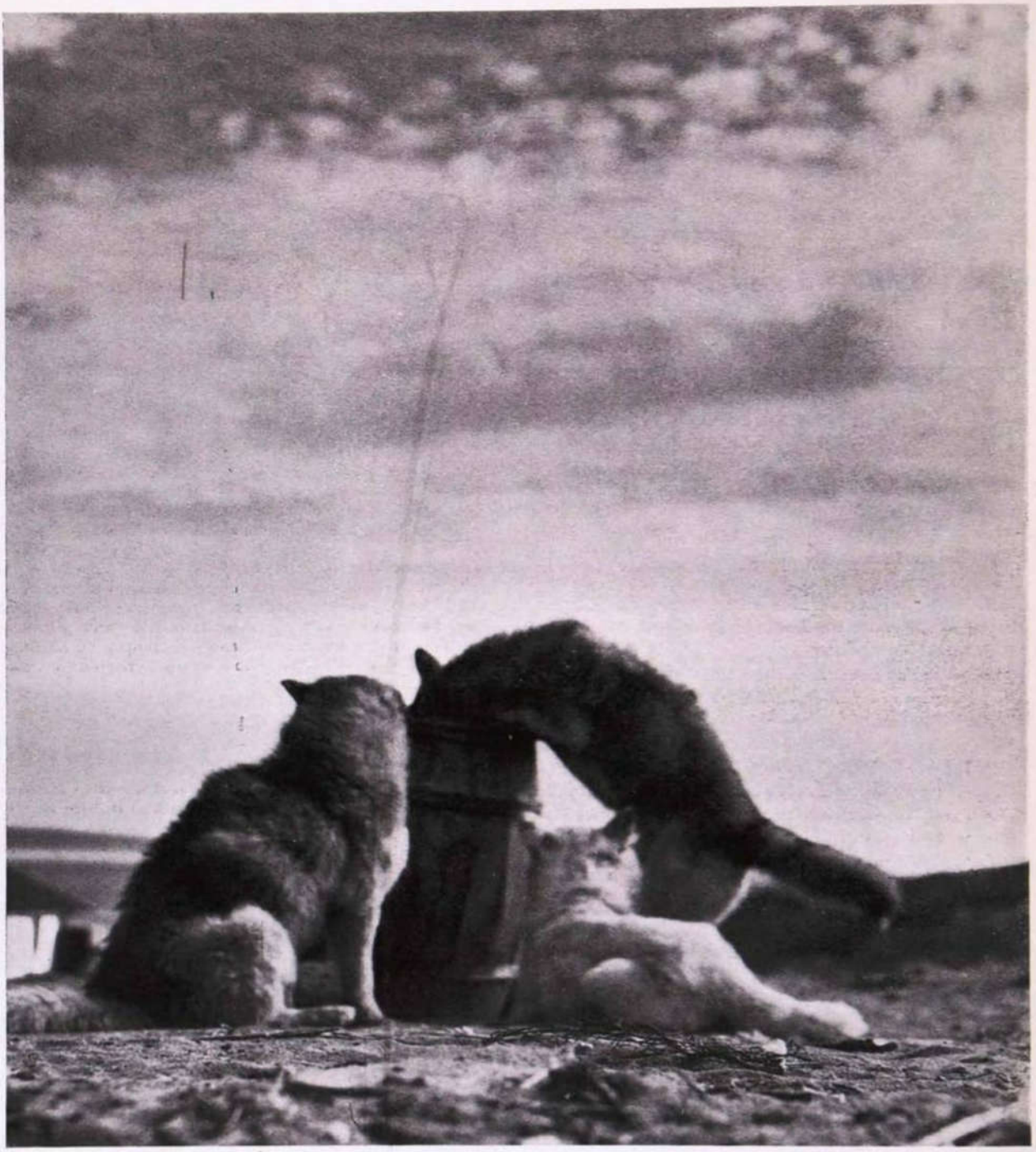
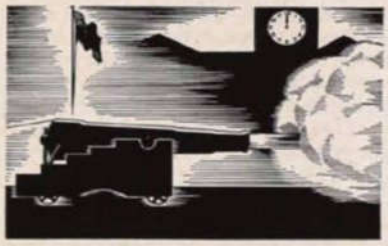
THE BEAVER is published quarterly by the Governor and Company of Adventurers of England trading into Hudson's Bay, commonly known as the Hudson's Bay Company. It is circulated to employees and is also sent to friends of the Company upon request. It is edited at Hudson's Bay House, Winnipeg, under the direction of Douglas MacKay, at the office of the Canadian Committee. Yearly subscription, one dollar; single copies, twenty-five cents. THE BEAVER is entered at the second class postal rate. Its editorial interests include the whole field of travel, exploration and trade in the Canadian North as well as the current activities and historical background of the Hudson's Bay Company in all its departments throughout Canada. THE BEAVER assumes no liability for unsolicited manuscripts or photographs. Contributions are however solicited, and the utmost care will be taken of all material received. Correspondence on points of historic interest is encouraged. The entire content of THE BEAVER is protected by copyright, but reproduction rights will be given freely upon application. Address: THE BEAVER, Hudson's Bay House, Winnipeg.



Plundering Huskies

THE HBC PACKET

THE civic debt of Calgary exactly fifty years ago amounted to $17.40 owed to the Hudson's Bay Company for powder fired in the noon gun. This debt crisis brought about the creation of Calgary's civic government. Today it is only an amusing incident from history, but it suggests, in the loss of the noon gun, an important fixture in city life. It is now proposed that the Hudson's Bay Company should revive the noon gun in western cities. Anyone who has lived in cities where time guns are fired knows how important they become in daily life. In Vancouver the public protest against the cancelling of the evening gun last year revealed a surprising sentimental attachment to the institution. The government's noon gun in Ottawa is a most significant fixture in the Capital's affairs. In parliamentary committees, in shops, business and government offices everyone solemnly checks his watch against the noon gun. In cities where we have great retail stores a noon gun would be a useful time reminder for all citizens—it would be another means of reminding the people of the community of our active presence—and finally it would be the revival of a custom from the days of the stockaded forts. *The Beaver* herewith serves notice of a campaign to revive noon guns.



In matters of household furnishing, reading, food and the countless details of daily domestic living, the department store is the greatest influence of our time. The constantly changing colour schemes of display, the loan exhibitions in the art galleries, the free motion pictures, the low cost lending libraries, the rest rooms, the historical museums, are all instances of the powerful effect of the department store upon the day-to-day life of thousands of people. The great stores are a greater cultural force than is generally realized. "Cultural" and "aesthetic" are dangerous words to toss around, but it is undeniable that in these big bazaars tens of thousands of people have their only real contact with those things which can make for a fuller life.

The construction of a new government road from Sault Ste. Marie to Michipichoten will abolish the old Mission-Michipichoten trail, a portion of the old Hudson's Bay Company route from the lake head to the Soo and used for generations by those who tramped the bush along Lake Superior's shore.

The London Fur Trade Association at its fourteenth annual meeting elected Mr. P. Ashley Cooper, Governor of the Hudson's Bay Company, as president. In accepting office he expressed regret that ill health had caused Mr. Curtis Lampson to retire from the post. "Travelling abroad as I do so frequently," concluded Mr. Cooper, "I cannot help feeling a keen sense of pride in the position won for itself by this country. That position could only have been built up on the character and integrity of its merchants, and amongst those merchants I think fur merchants form a very important section. The position we have won for ourselves must be maintained, and I will certainly do all in my power to maintain it."

The Hudson's Bay blanket is more than merchandise. It is a symbol of business integrity. To thousands of people the blanket is the one characteristic article which identifies the Company with Canada's story. Through the years of the Indian trade, the pioneer settlement and into our own time the blankets have been a worthy product of a great Company and a matter of pride and satisfaction to those who possessed them. Today their sale goes on, and without extravagant promotion the blankets probably receive more favourable and unsolicited publicity than any article of merchandise which carries the name of a widely known company. Within recent weeks there have been many instances of the blankets appearing in leading periodicals. *Vogue*, of New York, in its issue of 1st December, 1933, contained photographs of Colonel and Mrs. Lindberg, while on their flight to Europe and return, wearing parkas specially made from the white blankets bought from Clarence Whitman & Sons, of New York. A nationally advertised face cream, in its advertising appearing in leading women's magazines, used photographs of two girls in the blanket coats. In the *Saturday Evening Post* of 27th January, in a large illustration accompanying a story of lumbering, the blanket coat appears again. These are instances of a type of publicity which many companies pray for, and yet, by reason of the acknowledged "standard for the world" reputation of Hudson's Bay blankets, their story is told for us. In these times, when the tendency is to put tinsel and glitter on merchandise, there is something fine about these blankets with their standard colours and pastel shades (the only concession to modern usage) without the artificially brushed up wool and the short-lived satin binding. The Hudson's Bay blanket goes on. No article bearing the Company name deserves the "Seal of Quality" more than the blankets.

Lord Strathcona has succeeded Earl Stanhope as Under-Secretary for War. Lord Strathcona, third of his line, is the grandson on his mother's side of Baron Strathcona and Mount Royal, who was the twenty-sixth Governor of the Hudson's Bay Company.

There must be more amateurs in the pursuit of history than any other branch of arts and sciences. And to anyone who has dealings with them they fall quickly into several sharply defined classifications from which they never seem to escape. It must be remembered that we are referring only to the amateurs. The professionals, whose life interests lie in foreworded and footnoted wars of attrition among each other, exist on another plane having only one common bond—a fine contempt for the amateur. The amateurs are easily bracketed:

1. Earnest persons who spend years assembling material for a book on pioneer life and finally expire in an ocean of unrelated "facts."

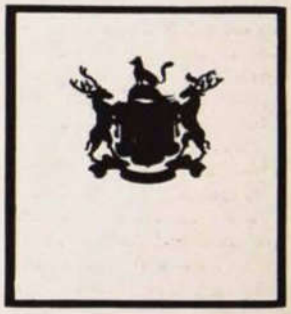
2. Persons who present a pair of mildewed socks to the local museum with a memorandum stating that these were presented to great grandfather by Chief Spotted Bull in appreciation for having been allowed a pull at a bottle of Pain Killer.

3. The anonymous persons who faithfully attend the meetings of historical societies and never say anything and are seen nowhere else.

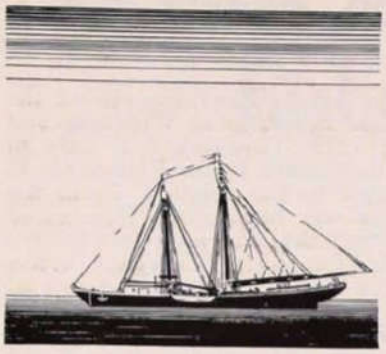
4. The men with solemn manners who, on first acquaintance, tell you quietly but firmly that Louis Reil was never hung, that Kelsey really discovered the Pacific, that Samuel Hearne was an imposter, that the true site of Fort Garry was Kildonan Park and that the Hudson's Bay Company was really incorporated on 3rd of May, 1669.

5. The true, worthy amateurs of history who believe that the knowledge of the past is one of the true guides to the present and the future and apply themselves with intelligent direction to that study despite the pressure of daily affairs. Of this true amateur spirit, more at some other time.

Sir Evelyn Wallers, K.B.E., a member of the London Committee of the Company, died in January 1934 at the age of fifty-seven. Sir Evelyn was one of the prominent business men in the Empire and was on the directorate of many overseas corporations. Sir Evelyn resided in South Africa from 1896 to 1926, during which time he was for a number of years president of the Transvaal Chamber of Mines. He was a director of the Central Mining and Investment Corporation and chairman of the Rand Mines. Sir Evelyn had been a director of the Hudson's Bay Company since 1932. He was to have visited Canada in the spring of 1934 in the interests of the Company and plans had been made for his reception and entertainment while in the Dominion.



The sailing of the motor schooner *Fort James* from St. John's, Newfoundland, in April with Aklavik in the Western Arctic as her destination stirs the imagination not only of men with a "feeling for the sea" but of all who have an interest in Arctic history. In the files of the Fur Trade Department, the vessel is simply being transferred from the Eastern to the Western Arctic. In actual fact she is undertaking a voyage which will place her among the Company's historic ships. Southward from St. John's, the *Fort James* will proceed to the Caribbean, through the Panama Canal and north to the Behring Sea and the Arctic Ocean. In 1928 the *Fort James* wintered close to the Magnetic Pole. On that voyage she met the Company's schooner *Fort MacPherson*, which had come from the Western Arctic. This meeting was, in effect, the "making of the Northwest Passage," a feat which had been performed only once before, by Amundsen in his ship the *Gjoa*.



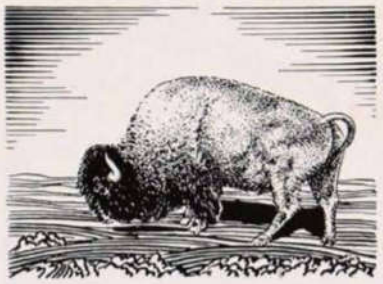
The motion picture films taken in 1920 at the time of the Company's two hundred and fiftieth anniversary were recently reviewed. Nearly five hours were required to run off the nineteen reels and the panorama of Company activities of fourteen years ago was brought to life. The pageants of the anniversary in the summer of 1920, the street scenes of western cities now altered in appearance, the *Nascopie's* northern trip of that year, and the winter's activities in the vicinity of Fort Chipewyan all flickered across a strangely silent screen. Silent pictures have become as quaint as stereoptican views, and the suggestion of antiquity was emphasized by the women's styles of those years. The notable feature of the film was the contrast between the city scenes and the fur trade scenes. The sections of the film showing metropolitan activities are already out of date and acquiring "archives value," while the scenes of northern life are as good today as ever. It all seemed to suggest the apparent sameness of trapping and trading through the centuries. Yet, even the fur trade has changed. The rise of fur farming and fur bearing animals sanctuaries, aeroplane transportation in the North and the new chain store character of posts in new communities all mark the passing of fourteen years. Perhaps these films have more than archives value. Perhaps they should be shown throughout the Company to show the effect upon us of the race against time.

Extract from letter from E. A. B., of Woodlands, Man., dated 7th December, 1933: "In the last issue of *The Beaver*, which some person was good enough to send me, I noticed a paragraph regarding certain persons having had in their possession Hudson's Bay blankets for fifty and sixty years. My wife also has a H B C point blanket which was purchased at the Fort Garry store in 1872, just sixty years ago. It is a two and a half (2½) point, and has been in constant use since the time it was purchased, chiefly on children's beds, as it is one of the smaller sizes. It is fraying a little on one side, and the fluff has not entirely, but almost, gone; but there is a wonderful structure left and gives promise of considerable usefulness yet. I should perhaps have added that the blanket was originally a double one, but a few years ago it was cut in half and part given to a relative in Seattle as an heirloom, who, I believe, has had it in continual service up to the present time."

Our sturdy contemporary, the *Bear Lake Miner*, announces that "nearly a million dollars has been spent on supplies in Edmonton for Bear Lake mines." Bold words and big money. It states further that "advance bookings for freight shipments in the North exceed those of other years and development is now (February) getting well under way."

It is significant and appropriate that the greatest beaver conservation plan ever undertaken by private interest should be launched by the Hudson's Bay Company at Rupert's House on James Bay, where the *Nonsuch* wintered in 1668-9 and returned to England with a full cargo of furs which became the basis of the Company of Adventurers. The Rupert's House beaver sanctuary is an area of approximately seven thousand square miles between the Rupert and the Eastmain rivers. In this project the Government of the Province of Quebec is working in closest co-operation with the Company, and the support of the Department of Indian Affairs, the Royal Canadian Mounted Police and the missionaries has been secured. It is an ambitious scheme, and the Company is pioneering in a new phase of the fur trade in Canada.

In November and December something like 2000 buffalo were slaughtered in Buffalo National Park at Wainwright, Alberta. This was made necessary by the limited grazing facilities in the park and the increase of the herd, which at present numbers about 7500. Starting with about 830 head in 1907-09, the herd increased by about 25,000. Something over 6000 were sent north to Wood Buffalo Park near Fort Smith several years ago, a few have been given or loaned to zoological gardens, and 10,000 or more have been gradually slaughtered to keep the herd within practicable dimensions. The meat is sold to the fresh meat trade; a few carcasses are reserved by the Department of the Interior for dehydration and are used to relieve distress among Indians and Eskimo, and the skins are eventually turned into coats and rugs. Last summer the *Nascopie* carried buffalo skins from Churchill to the Eastern Arctic for use at posts where there was a shortage of leather.



Much of the romance of battle was lost with the introduction of gunpowder, and in the same way much of the romance of map making faded away as surveying instruments were perfected. To cartographers of a few hundred years ago, topographical features were seemingly of secondary importance, while much artistic skill was lavished on dedicatory panels for their maps, sailing vessels, savages, mermaids and many specie of fish. We have before us a map of "America with those known parts in that unknowne worlde—both people and manner of buildings discribed and inlarged by I.S. Ano 1626." The seas of this map boast seven assorted fish (varying from flying fish to an emerald green monster with a baleful vermilion eye) and many vessels, from canoes to full-rigged ships locked together in the fury of battle. Some dozen drawings of the "people" permit the cartographer to display his imagination, and here and there on the map are dotted remarks such as: "Here ye Shippe is wont to fire a Cannon to give notice that ye Galeons are come." It is in an endeavour to recapture some of that lost romance that we present in *The Beaver* our map of the Hudson's Bay Company, the production of which has necessitated infinite collaboration; ornamental artwork is by d'Egville; long and inspirational editorial hours have been spent on the map, and engravers, photographers, stylographers and amateur cartographers have been pressed into service. We feel that no apology is necessary for the omission of most of the topographical features, but, if in this precise age there are some who feel that we have taken upon ourselves too much artistic latitude, we make a concession to modernism in our mermaid, who wears a Hudson seal coat.

More than forty thousand persons visited the Company's historical museums in Winnipeg and Vancouver during 1933. This record is only of those who signed the visitors' books. Thousands of others were attracted to the exhibits. From the correspondence received from many interested visitors, it is apparent that the museums have a genuine place in Hudson's Bay Company activities. Not only have the museums served to emphasize our regard for the historical past but they have actually made new friends for the Company and consolidated many old acquaintances. Even judged with the accurate yardstick of retail selling, these Company museums have more than justified their existence and have been shown to possess real "pulling power."

At any time a study of the map of Manitoba is interesting to those who have a feeling for the historical, more especially so when one begins to wonder as to the meaning and origin of some of the lesser known place-names. The origin of many names, such as Winnipeg, Fort Garry, Dauphin and Churchill, is well known, but now the Geographic Board of Canada has published a book, "Manitoba Place-Names," from which we may learn the origin of many names at which previously we could but hazard a guess. A casual glance through the book reveals many intriguing origins: Artery Lake, so-called because it drains into Bloodvein River; Blank Lake, after a trail which could not be found; Carrot River, probably named by La Verendrye after a root found on its bank which "when boiled is tolerably good eating;" Lait, after a milk loading platform; and Oberon, after the King of the Fairies. Hudson's Bay Company names are numerous, ranging from Rupert's Land to Kelsey and Garraway to Brabant, and there are many names, the origins of which are found in the French regime and Northwest Company.

A recent survey of the life history of business firms for the period 1926-30 revealed that the average life of manufacturing firms in the United States was eight years.

Jasper Park, Alberta, was named after a trader of the Northwest Company, Jasper Haws, who was in charge of Mountain House trading post at the east end of Brule lake in 1817.

The First Anglican Bishop of the Arctic

By O. R. ROWLEY

An Outline of the Career of the Right Reverend Archibald Lang Fleming, D.D., by the Honorary Secretary of the Diocese

UPWARDS of eighty years ago the Church of England in Canada began work in the Arctic. The first missionary reaching Fort Good Hope, just north of the Arctic Circle. His successors carried his spirit and his message far within that circle to the ridges of the Rockies, to the borders of Alaska, and thence along the coast to Coronation Gulf in the Western Arctic. While in the areas of the Eastern Arctic others planted the same "Standard of the Cross" along the northern coasts of Hudson Bay and the shores of Hudson Strait.

From that time to this the succession of apostolic men, though often feeble in numbers, and the continuity of financial support, never sufficient and often meagre in quantity, have remained unbroken. Station was distant from station; while, added to all the other privations inseparable from residence within or just without the Arctic Circle, the demon of an overpowering sense of extreme remoteness and loneliness has been ever present, striving to enchain the minds and depress the spirits of the missionaries.

The time soon arrived when those responsible for this work were led to take counsel together concerning the "riches of their inheritance" and to devise means for its further support and extension. The means devised included the appointment of a special officer to be known as Archdeacon of the Arctic, and the choice fell on the Rev. A. L. Fleming, rector of the old and historic Church of St. John the Evangelist, Saint John, New Brunswick, commonly known as the "Stone" Church, a cure he held for almost seven years. Previous to this he had spent the years 1912-1916 as a missionary to the Eskimo in Baffin Land.

After seven years of practical experiment, during which the most gratifying results were obtained, due to the ability and indefagitable labour of Archdeacon Fleming, the Provincial Synod of the Ecclesiastical Province of Rupert's Land, in session at Winnipeg on 15th September, 1933, set apart the northern portions of the dioceses of Moosonee, Keewatin, Mackenzie River and the Yukon as the Diocese of the Arctic, and at the same time Archdeacon Fleming was unanimously elected Bishop of the Arctic. The new diocese, which takes in twelve missions or out-missions in the Diocese of Moosonee, three in the Diocese of Keewatin, eight in the Diocese of Mackenzie River, and two in the Diocese of Yukon, has a territorial area of approximately two and a quarter million square miles with a land area of 1,204,697 square miles. It has fifteen priests, one deacon, three laymen, twenty-six women missionaries, twenty-five native catechists, two hospitals complete with electric light and X-ray, two residential schools and eleven day schools. The facilities of these hospitals and schools are open to everyone in the district, regardless of creed.

The Diocese of the Arctic extends from about the southern shore of James Bay to the North Pole, taking in the Arctic coast from the western tip of Labrador to Alaska, and touching Greenland on its northeastern border. This land of ice, with its long sunless winters and barren wastes, peopled by Eskimos, fur traders and trappers, is not new to Bishop Fleming. Twenty-four years ago he was first commissioned in the service of the church to a Baffin Land mission. To the Eskimo and the Indians of his enormous diocese he is the "uncrowned king" of frozen Canada.

His consecration at St. John's Cathedral, Winnipeg, on 21st December, 1933, was fully reported in the Winnipeg *Tribune* of that date, whilst Toronto *Saturday Night* of the 23rd December, 1933, gave a sketch of his official career. This article will therefore refer briefly to the presentations made to him at his consecration, and the qualifications which he possesses for his high office. The significance of the handsome Pectoral Cross, a symbol rich in meaning to His Lordship and to those who behold it, which he wears upon his breast is indicated by the prayer used by devout bishops when vesting:|"Vouchsafe to grant me that like as I do wear upon my breast this cross, so I may ever remember Thy Cross and Passion." This Pectoral Cross, which was the gift of Mrs. Fleming to her husband, is a miniature of the Cross of Cong, a processional cross made at Roscommon about 1123 by order of Turlogh O'Conor, King of Connaught (father of Roderick O'Conor, last High King of Ireland) for the Church of Tuam. It is of solid gold, hand wrought and handsome in design.

The Episcopal Ring, which symbolizes Dr. Fleming's espousal with the church in his Diocese of the Arctic, has neither

[*Continued on Page 66*

HBC Trade Mark on Trade Gun

Fire-Arms of the Hudson's Bay Company

The Origin and History of Some of the Fire-Arms in the Historical Exhibit at the Vancouver Store

By SIR CHARLES PIERS, BT.

THIRTY years before the sailing of the little ships *Nonsuch* and *Eagle* from the Thames carrying the fortunes of the infant company of English Adventurers to Hudson's Bay, the first flint-lock musket was invented in France. It was a momentous event in the history of fire-arms, and one which soon swept away the crude match-lock and wheel-lock weapons of early days. The simplicity of the system eclipsed all previous inventions, and held its own up to the beginning of the twentieth century for those who were destined to be long in the wild places of the earth where modern ammunition or even percussion caps were unobtainable, whereas common black powder is universal and a small bag of spare flints is easily carried.

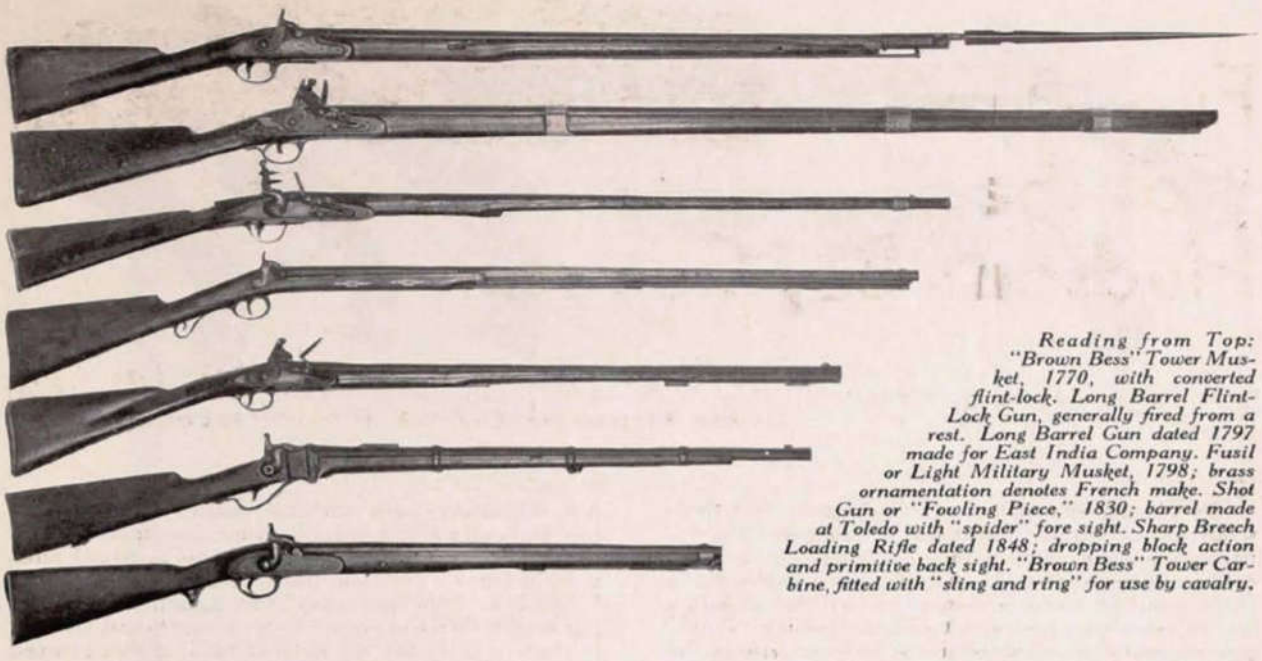
The origin of the name "musket" is interesting, and Mr. H. B. C. Pollard ("History of Fire Arms") says: "The name is derived from calling types of cannon after animals, 'Falconet,' 'Basilisk,' 'Serpentin,' and so on. The word musket means a young male sparrow, and, as this was the smallest of the hawkes, so the musket was, properly speaking, the smallest of the cannon. It was of one inch bore. The musket, the caliver and the fusil were all pieces which were over heavy for hand use. They were customarily supported on a prolonged rest or 'swine feather,' as it was termed when the prongs were prolonged into blades."

Converted HBC Long Barrel Flint-Lock Trade Gun

In this class was the long barrel musket of 1660 and its counterpart, the wall-piece. The former was still in use in the early nineteenth century. We have a fine specimen in our historical exhibit at Vancouver, lent to us by Major St. Claire, of Victoria, B.C. The long barrel gun differs from the wall-piece in that it is not fitted with a v-shaped block under the fore end of the barrel which when engaged with the parapet took up the recoil—a most necessary safeguard, for the charge of powder was heavy, as sometimes two balls were fired at the same time. The piece is not a Hudson's Bay Company's gun in the sense that it was made for the Company, so carries none of the Company's trade marks—the brass serpent let into the butt, and the fox on the barrel or lock plate. It may however have been brought into the country by some of the Company's people, evidently of Scotch descent, as the name "Islay" is carved on the butt; or possibly it may have belonged to one of Lord Selkirk's Scotch settlers who hailed from the island of "Islay" on the west coast of the Highlands. The piece is a muzzle loading flint-lock and is fitted with a primitive safety catch to engage the cocking piece and hold it back. These early safety catches are very rare. The musket over all is five feet ten inches in length, with a barrel four feet six inches long. The bore is one inch and the fittings are of brass and copper. The barrel carries the Birmingham proof and viewer's marks subsequent to 1813, approximately giving an idea of the date of the piece. The proof and viewer's marks show that the barrels have undergone and passed the official test, a procedure customary with all barrels made by reliable gunmakers throughout the United Kingdom. As these lengthy pieces weighed about twelve pounds, they were usually fired from a rest. They were not standardized, so different pieces varied.

Such was the origin of the famous musket which in the seventeenth century quickly developed into the true shoulder stocked fusil with the butt shaped much as we know it today. The life of the flint-lock, Mr. Pollard tells us, was from about 1640 to 1850. The name, he says, is probably derived from the Italian "fucile," a flint, but through the French corruption spelt "fusil." "It soon came to be used as a word distinguishing flint-lock from wheel-lock arms, and was apparently applied to both light sporting pieces and flint-lock muskets, which were definitely fired from the shoulder with the cheek laid down to the butt."

A comparatively short but heavy flint-lock musket was the weapon on which the pioneers of



Reading from Top: "Brown Bess" Tower Musket, 1770, with converted flint-lock. Long Barrel Flint-Lock Gun, generally fired from a rest. Long Barrel Gun dated 1797 made for East India Company. Fusil or Light Military Musket, 1798; brass ornamentation denotes French make. Shot Gun or "Fowling Piece," 1830; barrel made at Toledo with "spider" fore sight. Sharp Breech Loading Rifle dated 1848; dropping block action and primitive back sight. "Brown Bess" Tower Carbine, fitted with "sling and ring" for use by cavalry.

the Company relied when they sailed to woo fortune in the icy regions of Hudson's Bay. Clumsy as this weapon was, it was far handier than its predecessors, the match-lock and wheel-lock arquebus, whose handling was so ponderous and slow that a German writer of about 1640 notes with pride a record by his Prince's musketeers in a battle lasting from 2.30 p.m. until 8.30 p.m., when each musketeer managed to fire his piece five times.

In the reign of William and Mary (1689-1702) this clumsy weapon developed into the famous army musket familiarly known to succeeding generations as the "Brown Bess," a nickname given by the soldiers owing to the "browning" on the barrel. The "Brown Bess," with its socket bayonet, which was issued to the British Army in 1710, won for the British soldier all his victories from Blenheim to Waterloo (Pollard), and even as late as the Crimean War some infantry regiments were armed with this antiquated weapon. We have in the Tolmie collection a "Brown Bess" of this period, a British cavalry carbine, muzzle loading percussion lock, fitted with a sling and ring to enable the trooper to load without dismounting. The ring running on a sling fixed to the stock of the carbine was, when the soldier wished to load, suspended from a hook on the lower end of a belt worn over the right shoulder, thus giving free use to both hands, the reins being probably hooked over the left arm. This was a French invention of about 1777 which, with the "stirrup ramrod," was adopted by the British Army in 1800. The stirrup ramrod facilitated loading and prevented the loss of the steel rod. It consisted of a swivel attaching the ramrod beneath the fore end of the barrel. This permitted free use of the rod, which, if left in the barrel when fired, merely shot out and, swinging back, gave the firer a sharp rap over the knuckles as a reminder of his carelessness.

The dimensions of the standardized "Brown Bess" were: Length of barrel 39 inches; calibre .753 (11 bore); weight of flint-lock musket 11 pounds 2 ounces; and, though the percussion musket retained the same dimensions, the weight was 11 pounds 6 ounces. The fittings were of brass and the barrel was attached to the stock by pins. Officially the effective range was given at two hundred yards, but in practice one hundred and fifty would be nearer the mark. Mr. W. W. Greener ("The Gun and Its Development") explains that, owing to the large escape of gas past the ball, any velocity worth mentioning was eliminated, with the result that one hundred and twenty yards was the distance at which the ball struck the ground "when fired horizontally at five feet above the level." For military purposes the accurate range was about eighty yards, and it was a standard practice of infantry in action never to fire until they could see the whites of their enemies eyes. "Even then," says Mr. Greener, "if this rule was adhered to, it is calculated more often than not that the soldier was obliged to fire away his own weight in lead for every man killed; but how far this was due to bad marksmanship is not known."

Owing to the poor quality of the slow burning black powder in use with the old flint-lock muskets, fouling in the barrel was the bugbear of the soldier and the sportsman, especially so in wet and damp weather. To overcome this drawback, Mr. Greener says, it was customary with the "Brown Bess" and other similar military muskets "to use a ball two sizes smaller than the bore wrapped up in a roughly fitting patch which formed the cart-

Left to Right: Brass Mounted Long Barrel Pistol, 1640-60, with Fleur-de-Lis Ornamentation; Horse Pistol, 1750 with Shortened Stock; Colt's U.S. Navy Revolver or "Belt Pistol," 1851; Norb's Improved Revolving Pistol, Newport, 1835; "Under and Over" Pocket Pistol, Early Nineteenth Century.

ridge. Thus they were easy to load, even when foul; whereas the muzzle loading rifle, employed in connection with a close fitting ball, never was, and could not have been, used by troops generally, the force required to force home the ball rendering its use as a weapon of war almost impossible." Some rifle regiments used wooden mallets for driving the ball home with their steel ramrods. Steel rods were substituted for the common wooden ones in 1770 (Pollard).

At first there was no difference between the musket, or gun, used for fighting or hunting, but gradually the sporting pieces became lighter and handier; while the purely military musket, like the "Brown Bess," became standardized, and its use by the Company entirely defensive, each fort having its armament of these muskets and other weapons. The practice, as far as I am aware, continued down to the days of the Tower muzzle loading percussion muskets, the Tower and Enfield muzzle loading percussion rifles, and later the Snider and Martini-Henry breech loading rifles.

The Snider breech loading rifle (1871) was not the first breech loader used by the Company. We have from Victoria an American Sharp breech loading rifle with a dropping block action and under lever somewhat similar to that of the Martini-Henry. It was a great favourite with the buffalo hunters on both sides of the boundary line, owing to its large bore and heavy bullet. The Sharp (1846) "calibre .54, using a paper cartridge," says Mr. Pollard, "was without doubt the soundest mechanically and probably the most important of the early breech loading rifles, and is fitted with an elementary but essentially practical backsight." "The word 'Sharpshooter' was added to our language by this weapon." It was short and handy, but even so it was not perfect until it was altered later to take central fire metallic cartridges, when it became famous for its reliability and accuracy (Pollard).

Between 1820 and 1825 thousands of flint-lock muskets were converted to percussion-locks. The "Brown Bess" muskets so converted were registered at the Tower of London as "Tower muskets." In some cases the conversion is particularly noticeable, as in the case of one of the long trade guns made for the Company, owing to the cylindrical shape of the projecting nipple attachment fitted to the lock plate. It is safe to say that in 1825 the majority of the sporting pieces had been converted. In like manner the government in the "sixties" converted thousands of long muzzle loading Enfield rifles to breech loaders; The Snider action was chosen as the simplest and most convenient. The converted Enfield seems to have been common in the armaments of the Company's ships and forts.

One of the Cases of Fire-Arms in the Vancouver Exhibit

Strange as it sounds, the breech loader and multi-loader or repeater were known in the reign of King Henry VIII, and there are two pieces in the Tower of London dated as early as 1539.

The double-barrel shot gun of the "under and

[*Continued on Page 62*

(Printed for Private Circulation.)

THE CHILDREN'S ROUT.

BY A LADY.

Come, call out your sleighs, and away let us run
To the Hudson's Bay House, for an evening of fun,
For Sir George has agreed, with his blandest of smiles,
That the children shall wake all the echoes for miles.
See, from Upper and Lower Lachine how they pour,
While a sleigh from the Square dashes up to the door.
Now little hearts bound, and small feet trip about,
And Mammas are well pleased—'tis the Children's own rout.

Here comes Florence, the fairy, with laugh-loving eyes,
And Edith, the pure, looking fresh from the skies;
Next Isobel comes with poetic sweet face,
Her arms round Eliza, in tender embrace;
Eliza, her Cousin, the good and the kind,
With dear Sister Mary close tripping behind.
Next two little darlings, in jackets of red,
With pretty Lawrence, by Governeur led.

Then a tiny young Sailor, so smart, one would think
He had just stepped ashore, with his Sister in pink.
Then came the fair Flanagans, hearts all a-glow—
Three charmers in blue—with their Brother, a beau;
The Ferrisses next, just the sum of the Graces,
With long flowing ringlets around their young faces;
Misses Hamilton, Anderson, Fraser and Miles,
Enter radiant in happiness, ribbons and smiles.

Papas and Mammas in a train trooping after;
The rear well brought up by Sir George's gay laughter.

MONTREAL, January, 1860.

These verses were written after a children's party given in Montreal by Sir George Simpson, Resident Governor of the Hudson's Bay Company from 1839 to 1860. The original from which this photograph was made was presented to the Company by Mr. Charles V. Lindsay, of Winnipeg, and now hangs in the Historical Exhibit in the Winnipeg retail store. The verses were written by Mr. Lindsay's grandmother, one of the Misses Hamilton mentioned in the poem.

A Jump-Turn Over a Snow Cornice at Skoki

(Photos, Clifford White)

The Summit Ridge of Fossil Peak, Skoki, Canadian Rockies

Spring Ski-ing in the Rockies

By FRED AUGER
Calgary

Sun, Snow, Speed at Skoki, Above Lake Louise, Alberta

WAKE up on this early spring morning and find yourself at Skoki camp on the timber line of Ptarmigan valley. You were tired last night when you rolled up in your Hudson's Bay blankets—tired from the fresh air of yesterday and the seventeen-mile climb from Lake Louise, sliding your skis over the crust of a seven-foot dry snow. You were tired, but after a long sleep in the mountain air you are a new man this morning and eager for the fun ahead.

What of the weather? It's the first question every morning. Not that the weather will ever keep us inside—for springtime in these Rockies is always ski-ing time—but it's just a little better if the sun is bright.

The sun this morning is brighter than you ever thought the sun could be. Breakfast is more appetizing than you ever thought a breakfast could be, and there are a hundred other surprises for you today, too. Now you are ready to adjust the bindings on your skis and we're off for the top of Deception Pass.

More climbing? Yes, but climbing on skis isn't climbing on foot. Your feet are wings and you are flying up-wind. Three hours of it. You stop occasionally to watch an avalanche booming and crashing through the rocks and spend itself a thousand feet above you. You look back at the endless tracks you've made that lose themselves in the snow a thousand feet below you.

Three hours of climbing, and for every minute you are more than repaid in scenery alone. On the top of the pass you sit on your skis and munch big healthy sandwiches. Twenty-five miles to the south great snow clouds are blowing off the tip of Mount Temple. Your valley below is basking in a midday sun.

All set? We're off for the run back to camp. Crouch low, knees well forward and hands out in front holding your poles straight on each side for balance. You fly down, down, scarcely skimming the snow and throwing a great cloud of powder behind. Now you're going faster than the wind itself and a great snow bank is straight ahead! You either turn or fall. You choose to turn, of course.

All right. Feet apart, toes turned in to form a flying V and the snow spumes up on either side. Knees forward always, you shift your weight to the right foot, hips and shoulders swing to the left, and off to the left you go in a perfect stem turn. You didn't fall!

Again you gather speed when you remember the big ice cave you saw on the way up. This time you will make a Christiana turn. Right foot ahead of left, you jerk the hips around, and away you go up the slope to the right. Climb some more and you are under the serrated roof of a monster ice-cavern beneath the hanging tongue of the glacier.

On you go; thrill after thrill from the first step of the morning till the last "Christie" in front of the cabin at night. No other sport is so thrilling.

Come with me to the Rockies anytime between the last of January and the first of June and I'll show you more scenery than a world cruise, more sunshine than a Florida beach, and more breath-taking excitement than a Coney Island, all on a pair of skis and seven feet of snow!

If you like, we'll leave camp on the homeward trip in the evening and run the seventeen downhill miles to the railway after sunset. Chances are that there will be a brilliant blue-white moon that makes pitchy shadows on a pale green snow. Some say it's like that on the planet Mars!

Ski Lodge in the Rockies (Photo, Oliver, Calgary)

Four Arctic Photographs

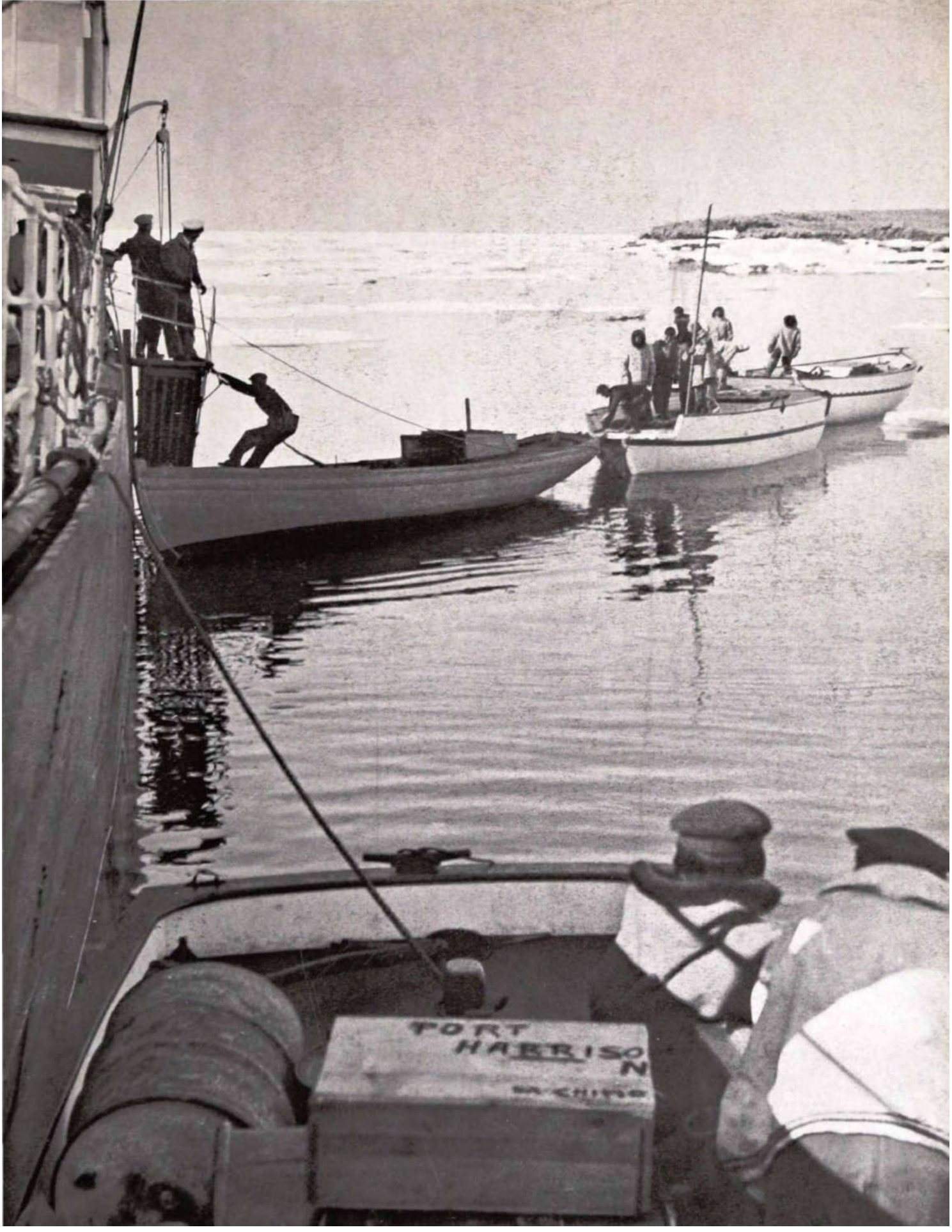
1. The Right Reverend Archibald Lang Fleming, D.D., first Anglican Bishop of the Arctic.

2. R.M.S. "Nascopie," of the Hudson's Bay Company, Stands Off Port Burwell, Hudson Straits, During her 1933 Voyage.

3. Fort Garry Tea for Moose Factory, Ontario, Being Unloaded from R.M.S. "Nascopie" at the Charlton Island Depot, James Bay.

4. Demi Tasse. Eskimo Longshoremen Enjoy Fort Garry Coffee During Unloading Operations at Port Burwell.

By
MAX SAUER, JR.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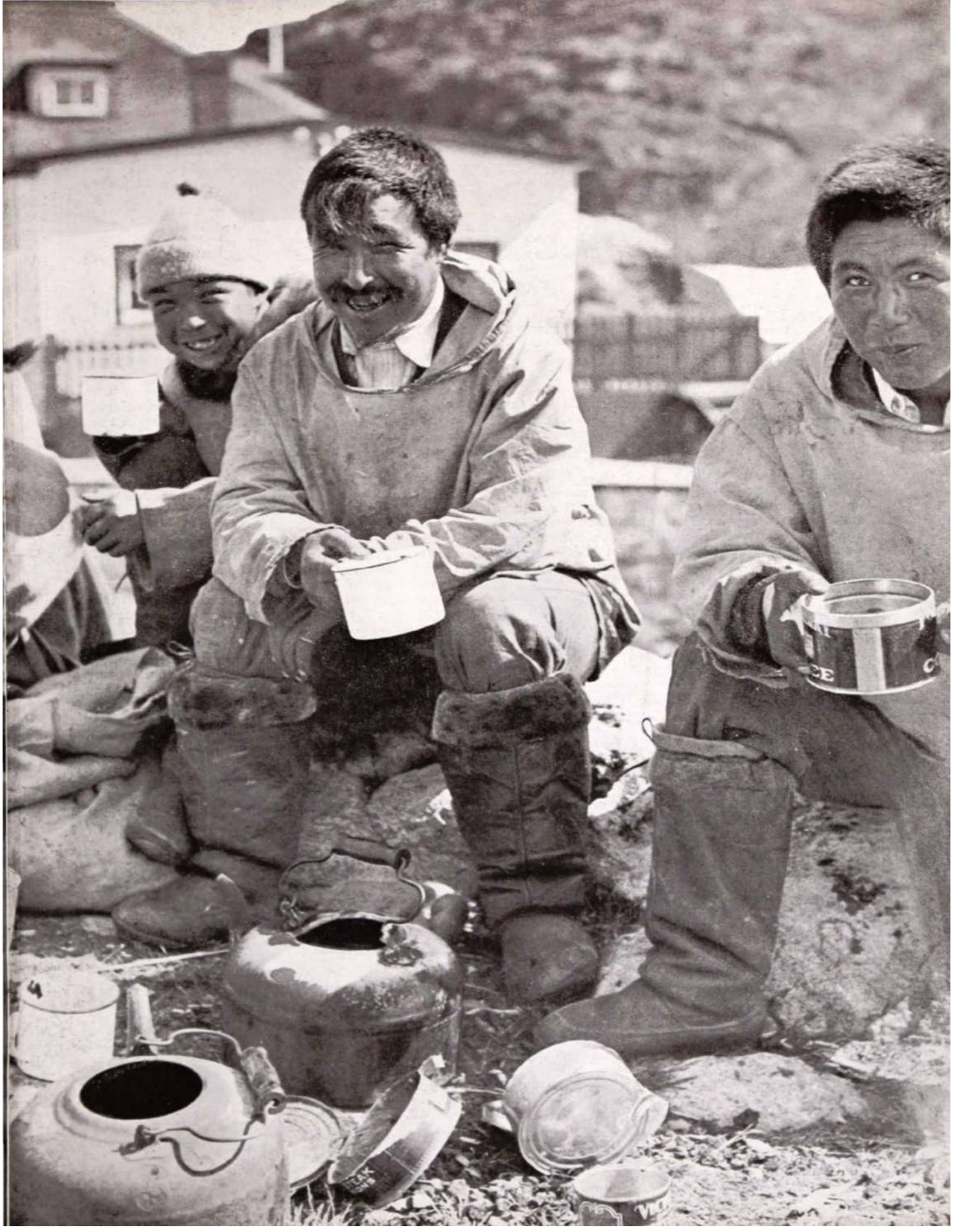


The British Polar Year Expedition 1932-33

By J. M. STAGG, M.A., B.Sc.,
of the Meteorological Office, Air Ministry, London, England, Leader of the Expedition

The Preliminary Report of the British Scientists Who Carried Out a Programme of Geophysical Observational Work at Fort Rae, N.W.T.

THE six members of the British Polar Year Expedition to Fort Rae near the northern extremity of the Great Slave lake on the edge of the Barren Lands of northwestern Canada have now returned to England. Organized by a national committee comprising representatives of the Air Ministry (through which a government grant to cover Britain's share in the general International Polar Year programme of scientific observational work had been voted), the Royal Societies of London and Edinburgh, the Royal Geographical Society, the Royal Astronomical Society, the Royal Meteorological Society and similar allied institutions in Great Britain, the party sailed from Southampton in the middle of May, 1932, and arrived at the site selected for the work of the expedition a month later.

Broadly the aim of the expedition was to carry out a pre-arranged programme of observational work in the four main branches of geophysical investigation included under the headings of meteorology, terrestrial magnetism, aurora and atmospheric electricity. Though large tracts of the country around the site of the British station are yet unsurveyed and, for stretches of hundreds of miles in the "Barrens" to the north and east, are wholly uninhabited except for occasional visits by one or two of the more adventurous hunters among the Indians, purely exploratory work was not within the schedule of our work. With a minimum personnel of five observers and one steward-mechanic, our whole energies were bent to maintaining continuous observations by eye and by self-recording instruments of all the constituent elements in the four fields of investigation, with the ultimate end that the results and records gathered from at least a year's stay in that region should be strictly comparable with those from the stations of all the other countries participating in the same international programme of activities.

After arrival at Rae, near where the British party for the first International Polar Year had

Fort Rae, Northwest Territories (R.C.A.F. Photo)

been stationed in 1882-83, a very concentrated six weeks' effort saw most of our instruments installed in the mudded log huts which formed our observatory buildings, and we were ready to start the programme of duties on August 1st, 1932, the official date of commencement of the co-operative activities of all the similar stations around the polar cap. Once started, all the work had to be carried on without intermission till 31st August of last year, and as the season advanced, with rapidly falling temperature after mid-September, each day brought new problems for solution, and the lengthening hours of darkness steadily increased the duration of the continuous auroral watch. Already in August we were making use of our wireless transmitting apparatus for communicating with a substation established sixteen miles down the lake to let us take instantaneous photographs of aurora for height determinations, and later, when the lake had frozen sufficiently for us to work on it with safety, we erected a telephone line on poles let into the ice to ease the problem of speedy two-way communication between the two stations. By December, in addition to the maintenance of about twenty self-recording instruments at the main base making continuous records of the main elements in meteorology, terrestrial magnetism and atmospheric electricity, our auroral watch could be relied on to keep the members of the party working busily and continuously in shifts from four o'clock in the afternoon till nine next morning.

The high cost of transport from the end of the railway line north of Edmonton in Alberta up through the less frequented parts of the Northwest Territories by river, across lakes and over portage, had necessitated utilizing every known means of diminishing the weight of our equipment. In particular, instead of using ready-made hydrogen transported in heavy cast steel cylinders for the pilot balloon and ballon-sonde aspect of our aerological programme, we took a means of making the hydrogen in bulk on the spot. And with balloons being sent up every day, frequently oftener, the generation of hydrogen in somewhat uncongenial conditions out of doors demanded more and more time as the rigours of the winter advanced. Indeed throughout the term of our stay at Rae it seemed that seldom a day passed but some modification in instrumental technique or change in observational routine were called for by the unusual conditions in which we worked. The telephone line down the open lake and through the bush behind the main base and substation would break and have to be put right before auroral photography at the two stations could be effectively continued; the clocks of the recording instruments would go out of commission in rapidly rising as well as rapidly falling temperature; the electric light installation for the photographically recording magnetic instruments would fail in some constituent either through the engine-generator refusing to be started because of the cold or, on occasion, through loose husky sleigh dogs finding the insulation of our cable wires a temporary but presumably indigestible variant from their more customary caribou diet; meteorological balloons in batches would decide to burst at awkwardly low heights before sufficient theodolite readings had been made and so necessitate further manufacture of hydrogen with all the contingent inconveniences that that entailed with the experimental apparatus we had. Then, too, there were the little unforeseen troubles arising from the situation of our station far removed from open water during the winter months with the effect of making the air continuously and extremely dry. Electrical instruments which, for their proper functioning, required a good conductor to earth picked up charge on the least provocation; paper for photographical recording became so brittle after development and drying that it could not be handled without grave risk of cracking and tearing; instruments which recorded by inked pens far too frequently wanted to become dry when no one happened to be looking, and pieces of our apparatus with wooden constituents in their make-up were sometimes so unmanageably distorted as to require frequent overhaul.

In one way or another most of these little difficulties were circumvented, so that the expedition has returned with very complete records in all branches of the work. We have hourly values of all the meteorological elements for thirteen (and in many cases fourteen) calendar months, along with upper air data from about 450 pilot balloon ascents, in many of which heights well over twenty thousand feet were attained. In addition we already have two records of temperature and pressure well into the stratosphere over Rae at midwinter when the surface air temperature was about 25° F. below zero, and there is hope that, with the arrangements that have been made with the detachment of the Royal Canadian Mounted Police and, through them, the Indians, more of the autographic upper air instruments which we sent up will yet be found. The records and observations in terrestrial magnetism are also complete except for a day or two when light inadvertently got into the undeveloped photographic charts; and, though the year as a whole seems to have been a poor one for auroral displays, the proximity of Rae to the zone of maximum auroral frequency allowed us to get some 4700 double photographs of aurora, from many of which height determinations of aurora will be made. In the more obscure field of atmospheric electricity, except for one or two short periods when the instruments went uncontrollably awry, there are continuous records of the potential gradient near the earth's surface in addition to daily observations of the air-earth current, ion density and Aitken nuclei, supplemented by further observations made at intervals throughout the year on the rate of formation of ions over the rock and ice at Rae.

All these records and observational data will take many further months to reduce to a form suitable for publication and discussion, but our aim now is to make the results of our work available for general international research as early as possible.

Though the problems, to the solution of which the data collected by the expedition will contribute, are mainly too technical for short summary,

there may be mentioned those comprehended under the general heading of the circulation of the atmosphere and its structure into the stratosphere, and the day-to-day large scale air movements in the lower strata in high latitudes which take their part in influencing the weather over the whole northern hemisphere. The magnetic and auroral records, in conjunction with those from other similarly equipped polar year stations, will help to elucidate some of the many outstanding questions concerning the earth's magnetic field and its long and short period changes, as well as such more intimate problems as to the nature of the mechanism producing the variations of the field in quiet and disturbed conditions, their relations to the state of ionization in the conducting layers of the high atmosphere and the connection between these and auroral activity on the one hand and solar activity on the other. From the electrical data will be sought evidence of any changes of the potential gradient near the earth during auroral displays to help throw light on the vexed question of alleged "low aurora." These data will also go to extend the general picture of the variations in the earth's electric field and show how they are dependent on universal time factors on the one hand and local conditions of geological formation and air conditions as regards space charge influence by wind of different origins and of varying nuclei content on the other.

For the most interesting part of our stay in northern Canada, covered by the period of eight months from 1st October, 1932, to 31st May, 1933, the average temperature deduced from readings at every hour was 1° F. The winter was therefore long and steadily cool. There were, however, no spectacularly low extremes. For many days temperatures between —35° F. and —40° F. were frequent, but days below —40° F. were few. The lake around our main base began to freeze early in October and remained solid till May; it was not till after the second week of July that the last of the ice was reported to have disappeared from the broad North Arm of the main lake to the south of our station.

Until the winter of 1930-31, this protracted winter, along with the isolated position of Rae off the Mackenzie river line of trading stations, meant that Rae was one of the most unfrequented of the Hudson's Bay Company's outposts in northwestern Canada. But in 1930 finds of pitchblende and gold in the southeast corner of the Great Bear lake, some two hundred and fifty miles north of Rae, brought in prospectors and miners by plane using Rae as an intermediate point of call and, since mining enthusiasm continued in that locality during the period of our occupation, we enjoyed the questionable benefits of postal contacts with the outside world whenever planes came through.

Our immediate neighbours were Indians of the Dog Rib tribe. Nearer the Eskimo in stock than the better known Crees, Blackfeet and Algonquins further south, they are a somewhat degenerate lot, caring little for exertion beyond the very modest minimum required to get them sufficient pelts of the fox, mink, lynx, marten and muskrat varieties for bartering with the traders for their few necessities of life. Several hundreds of them use Rae as their chief rendezvous; at certain times of the year, when they have their reunion festivals, the settlement becomes a lively trading centre.

Our life at Rae was mainly unexciting. Except during a few of the fifteen months we were at the station, our observational routine required some duty at every hour of the day. With one of six of our party devoting his whole time to cooking and general assistance and at intervals with one, sometimes two, occupying the substation for auroral photography and magnetic observations, there were frequently only three observers available for maintaining the instrumental and observational routine at the main base. There was therefore little scope for distractions in the way of hunting for the moose and caribou which for many months provided our only change from the canned and dried foods we took out from England. For these we were dependent on the Indians, always glad of the opportunity of handling paper money instead of their customary bartering with the traders. The country around Rae was too flat to make skiing interesting; long stretches of level frozen lake could only be varied by narrow portages and trails through the thick bush of stunted spruce, willow and birch, slow progress through which could be made only on Indian snowshoes.

Throughout the year moose-hide moccasins were our main footwear. These, worn over several pairs of socks and heavy blanket duffel, were an excellent protection against feet frost-bite during our long periods of stationary outdoor work on the coldest nights. Indeed none of the party suffered unduly from the cold. After a few minor bites in other extremities, we quickly came to see that, provided care was taken in clothing, hardships in this direction were largely unnecessary. We are prepared to find the first winter at home again more disagreeably cold in the damp, east windy conditions so prevalent in some localities than in the certainly more extreme but intensely drier cold of northern Canada, though of course a combination of 70-75° F. of frost with a strong wind at times during our winter at Rae tended to remind us that there were really worse places than Britain for outside observational work.

Extract from Letter Written by James Douglas, Victoria, 7th November, 1854, to James Murray Yale, Fort Langley.

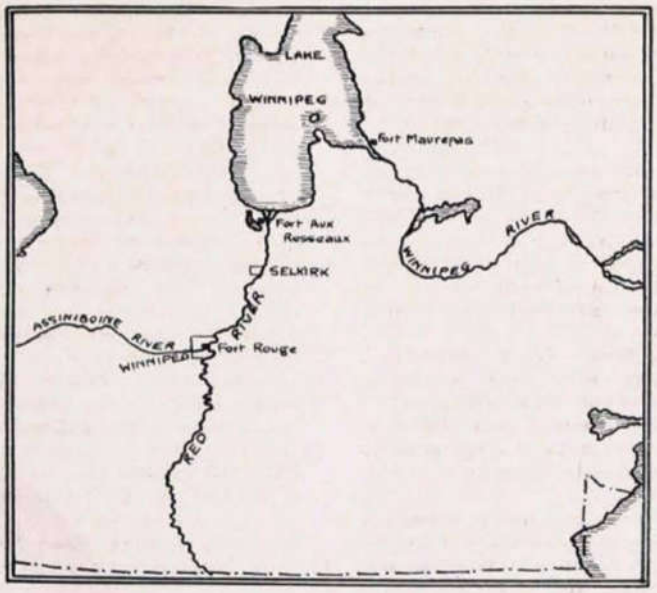
"I observe from your letter that persons on the American side are carrying on an illicit traffic in ardent Spirits with the natives, and such persons cannot be too sharply dealt with, and it is perfectly lawful for you to seize any craft or cargoes that may enter Frazer's river for the purposes of trade."

Fort Maurepas

A Controversial Foot-Note in Canadian Map Making

IT is frequently stated that the first fort on the Red river was Fort Rouge, which was build in 1738 by de Lamargue, a friend of Verendrye, at the junction of the Red and Assiniboine rivers. However, while it was probably the first fort to be built on the site of Winnipeg, there was an earlier fort built at the mouth of the Red river, Fort Aux Rosseaux, and there has been some speculation as to whether there was not yet another fort built in 1734 a few miles below Selkirk, named Fort Maurepas.

A map sent by Governor De Beauharnois to the French minister in Paris to illustrate a letter dated 14 (Oct.?), 1737, recounting Verendrye's discoveries "de L'oeust, en Canada," places a Fort Maurepas at the fork of the Red and Assiniboine rivers. It also shows "Fort Abandonne" at the mouth of the Red river, while no fort at all is shown at the mouth of the Winnipeg river where Fort Maurepas is generally accepted to have been.



Dr. C. N. Bell, in his paper "The Old Forts of Winnipeg (1738-1927)," does not consider that there is any necessity to confuse "Fort Maurepas" shown on the above mentioned map with "the well known fort established at the mouth of the Winnipeg river under Verendrye's directions three years previously (1734) by his sons, and to which fort Jemmeraie (a nephew of Verendrye), on his return from Montreal in 1735, proceeded." He also writes that "if it had an existence anywhere on the Red river, it was merely an outpost of Fort Maurepas."

Judge Prud'homme, of the St. Boniface Historical Society (1916), considers it (the questionable Red river fort) was a temporary post located on the Red river between the present town of Selkirk and the mouth of the Red river, which, in the light of Tomison's journal to be mentioned later, is an interesting opinion. Judge Prud'homme also states that when, in September, 1737, Verendrye passed from Fort Maurepas (on the Winnipeg river) to the Assiniboine, he halted at Fort Aux Rosseaux (mouth of the Red river) and spent a short time in prayer at the cross raised to mark the resting place of the remains of his nephew, La Jemmeraie. "Fort Aux Rosseaux" was presumably the "Fort Abandonne" of the 1737 map.

Yet another opinion is expressed by Father Morice (Catholic Church in Western Canada, 1910). Verendrye's Journal, as quoted by De Beauharnois, says: "As early as 14th October, 1737 it was intended to transfer Fort Maurepas to the Great Forks of the Red river to facilitate navigation and commerce." To hasten the realization of this plan, the Indians "built a large fort at the forks of the Assiniboels, therein to lodge the French" (De Beauharnois to the French Minister, 1st October 1738). When De Beauharnois wrote to the minister in 1737, Father Morice thinks that the map drawer of October 1737, in anticipation, placed Fort Maurepas on the map in the proposed new position, whereas actually it was never erected at the forks of the Red and Assiniboine rivers, as we subsequently learn that when Verendrye arrived at the forks in 1738 he found no fort, the Indians not having fulfilled their promise.

A map in possession of the Department of Marine, Paris, dated about 1740, and professing to be "after de la Verendrye," shows Fort Maurepas at the mouth of the "Maurepas" (Winnipeg) river. It shows also Fort Rouge at the forks of the Red and Assiniboine rivers, but does not show any Fort Aux Rosseaux at the mouth of the Red; nor does it show any "Fort Maurepas" on the Red. A later map, dated 1750, also at the Department of Marine, Paris, shows again only the two forts of the earlier map, Fort Rouge however being marked "Ancien Fort" instead of "Fort Rouge."

[*Continued on Page 66*

William Tomison

By R. H. G. LEVESON GOWER
Archivist of the Company

Joining the Company in 1760, He Was the First Englishman to Visit the Site of Winnipeg, and Later Developed the Trade on the Saskatchewan River

THE subject of this sketch, in addition to serving the Company throughout a period of nearly half a century, when he was mainly concerned with the development of the trade on the Saskatchewan river, also claims our attention because, so far as we can assert with certainty, he was the first Hudson's Bay Company's servant, indeed the first Englishman, to visit the site of the present city of Winnipeg. This he did in the course of his first inland journey from Severn Factory undertaken during the trading season 1767-68. No less than a decade earlier, however, Joseph Smith, also of the Company's service, crossed the Assiniboine river near the site of the later Fort Pelly in the course of an inland journey from York Factory, Hudson Bay, in the autumn of 1756, and on a subsequent journey in the following trade season, wandered up the valley of that river from the neighbourhood of Lake Manitoba to the Swan river. He was also the first Englishman to visit the region indicated.

Tomison was born in 1739, a native of South Ronaldshay, an island of the Orkney group. In 1760 he enlisted as a "labourer" in the Company's employ and sailed for Hudson Bay. After a few years at York and Severn, he set out from the latter place on June 16th, 1767, on his first journey of exploration to the interior. Owing to the fact that on this occasion his original journal was lost from the upsetting of his canoe when striking at a sturgeon, the account at our disposal is brief, but, so far as we can gather, after reaching Lake Winnipeg he proceeded in a southerly direction and wintered near the mouth of the Winnipeg river in the neighbourhood of Fort Alexander (Bas de la Riviere). In the ensuing spring he pursued a westerly course on Lake Winnipeg and ascended the Red river at least as far as the confluence of the Assiniboine. He saw two old French forts, doubtless the abandoned Fort Maurepas of La Verandrye, a few miles below the present city of Selkirk, and Fort Rouge situated at the forks of the Red and Assiniboine rivers, where Winnipeg now stands. Tomison returned to Severn at the end of June, 1768, and after an interval of a year set out again in June, 1769, on an expedition to the "Miscoutte," or Prairie Country.

He now passed up the Severn river and entered Lake Winnipeg either by the Berens or the Pigeon river. After crossing the lake he entered the "Small Kiskatchewan," or Dauphin River, on August 12th, and a fortnight later was on "The other great Leake" (Lake Manitoba). He next crossed the lake at its promontory and proceeded "26 miles" in a general southerly direction, his party hunting as they went. The party now adopted the general direction northeast and proceeded in all "62 miles" northward to a spot not far from Meadow Portage and evidently on the regular track of the "Pedlars," for Tomison's Indians wished to trade with them (October 17). The "Pedlars," however, did not arrive, and on October 21st had not got beyond Bas de la Riviere. For the next three months the party wandered in a general southwesterly direction passing, presumably, east of Lake Dauphin and thence out on to the prairies, the buffalo being first seen on December 26th.

The party now drifted northwestward on the edge of the prairie and bush country, as they were constantly killing both buffalo (of the prairies) and moose (of the bush), and it is probable that they eventually reached the region of Upper Bird Tail Creek slightly beyond the Riding Mountains to the east.

From March 7th, 1770, the party followed a general northeasterly direction seventy-one of Tomison's miles to a spot by a lake, where they built their canoes. Embarking on May 19th, they paddled twenty-six of Tomison's miles in a northwesterly and northerly direction, and this appears to be about the length of Lake Dauphin. He then passed down the Wenakowmiskekow river, which must be the Minanghenachequeke or Mossy river, (J. B. Tyrrell; David Thompson's Narrative, P. LXXII; Toronto, The Champlain Society, 1916). At a spot eight of Tomison's miles down this river, they awaited the French "Pedlars," who arrived on June 2nd, and four days later Tomison left for York Fort. He paddled eight miles down the river to Lake Winnipegosis, which he crossed, and then descended a small river (the Waterhen) leading to Lake Manitoba. He did not paddle round the peninsula running south but portaged across its isthmus (June 13th), and thus proceeded to the "Small Kiskatchewan" (Dauphin river), and so to Lake Winnipeg. He returned to York Factory instead of to Severn, as the Indians had reported falsely, as it proved, that the latter was no longer in occupation. On his departure from Lake Winnipeg, he did not follow the Nelson river, but took the East river to Cross lake. He then pursued the track previously followed by Hendry and later by Matthew Cocking and arrived at York Fort on the evening of July 18th, 1770.

For the next few years he remained at Severn, but in 1776 was transferred to Cumberland House. In the spring of 1777 he proceeded on a journey up

the Saskatchewan river for the purpose of endeavouring to persuade the Indians to take their furs down to York Fort. On reaching the forks he took the north branch and got as far as "a little above the upper French house," probably somewhere near where the South Branch House was established a few years later. Again, early in 1778, he undertook a journey up the river with the object of intercepting the natives on their way to the "French" house.

In the autumn of 1779 Tomison pursued his way again up the Saskatchewan to a point on the north branch some distance above the Forks, where he proceeded to erect the lower Hudson's House, situated in the Nisbet forest reserve, west of Prince Albert. By January 30th, 1780, the work of erecting the new post was sufficiently advanced to permit of Tomison's return to Cumberland, and from then until 1786 he resided sometimes at the latter post and sometimes at Hudson's House, proceeding down to York Factory with the returns in each successive summer. On his arrival here in August, 1783, he found that since his last visit the fort had been completely destroyed by the French under Admiral La Perouse (*i.e.*, in August 1782), and he described it as "now a Ruinous heap, which is a Disagreeable sight to behold."

After remaining here with his party in a log tent for more than a month, Tomison abandoned all prospect of the arrival of the Company's ship from Europe and decided to return inland. On September 8th, 1783, the entry in his journal is as under:

"Made a Platform and Erected another Tent which we covered over with feather Edge boards then stowed the Furs in the inside of all & came away with Heavy Hearts."

The sad pity of it all was that, if only the party had waited one more week, they would have had the pleasure of witnessing the arrival of the *King George* with an ample supply of provisions and trading goods on board.

But we learn from Tomison's journal that, on his arrival in the following August, he and his party were welcomed with great joy by Humphrey Marten and all at York Fort.

On the retirement of Humphrey Marten in 1786, Tomison was appointed to the supreme control of York Fort and its inland affairs. He was, however, to reside "inland," whilst Joseph Colen was chosen resident "chief" at York.

In 1786 Tomison found it necessary, owing to the rivalry of the "Canadian" traders, to establish two more posts further inland than hitherto; viz., South Branch House, situate on the South Saskatchewan a few miles northeast of Duck Lake, erected by Mitchell Oman, and Manchester House on the north bank of the north branch of that river a few miles above the mouth of "Horse Creek" and some fifty miles above Battleford, the construction of which was commenced by Robert Longmoor. With regard to the latter house, Tomison points out that on his arrival in the fall of 1786 he found that, in addition to the house of "Mr. McKay," three more houses had recently been built in the vicinity and another two "about 35 miles" higher up. He describes Manchester House as measuring "60 foot by 22 within the walls, but much too low and very ill Constructed."

For the next few winters Tomison resided here, but during the trading season of 1789-90 he was absent on "furlough" in Europe. On his journey down to York Factory in the spring of 1792, he records the existence of a new "Canadian" house three days' journey above Cumberland which had interfered with the trade of the latter, and upon arrival at the factory he finds Colen just established in the new fort, situate rather less than a mile higher up the river than formerly, and rendered necessary by the extensive spring floods of 1788, which had undermined the foundations of the earlier fort.

In the autumn of 1792 Tomison, on finding that the "Canadians" had recently established "a large house (Fort George) near to the Moose Hills," decided upon the construction of Buckingham House "about ¼ mile" higher up the North Saskatchewan. According to the description of Peter Fidler, the Company's surveyor, it was situate "about 400 yards from the river, up a steep bank on the north side—a fine level plain above the bank & close to it plenty of Good Large Pines." The situation of this house is about fourteen miles west of Frog Lake.

Here Tomison wintered for three seasons, and on his way down to the factory in the spring of 1793 he mentions visiting Malcolm Ross at his house near the mouth of the Petaigan river, about two days' journey above Cumberland House.

In the autumn of 1795 it was found requisite to build a house yet higher up the North Saskatchewan, and on October 5th Tomison arrived "where the Canada Companies has built Houses during the Summer." The fort now erected was named Edmonton—possibly because Sir James Winter Lake, at this time deputy governor of the Company, was the owner of property at Edmonton, County Middlesex—and was adjacent to Fort Augustus of the North-West Company, the situation being on the left bank of the North Saskatchewan about two miles above the mouth of the Sturgeon river. This house was Tomison's winter headquarters until 1799, with the exception of the season 1796-97, when he visited Europe. Whilst in Europe on this occasion he was presented by the Governor and Committee with a sword "as a Mark of their Esteem."

In the spring of 1796 he visited for the first time Carlton House, erected by James Bird in the previous fall and then located on the north bank of the Saskatchewan a few miles below the "forks."

On April 15th, 1799, Tomison was stabbed through the knee by an Indian whilst at Edmonton, and this seems to have had an ill effect on his health and rendered necessary another visit to Europe in the trading season of 1799-1800. From his return in 1800 until his retirement three years later, he resided almost entirely at Cumberland House, and in 1806, in accordance with his request, he was again engaged by the Governor and Committee as an "inland trader." He now proceeded to Churchill, and for three years was in charge of posts at Duck Lake (Sisipuk Lake), Nelson House and Fish Weir Lake. [*Continued on Page 66*

Meat

A Story of the Four-Year Trek of the Canadian Government Reindeer Herd

By
ALLEN ROY EVANS

[Just before Christmas in 1929 a herd of 3,000 reindeer began a 2,000-mile journey along the northeastern coast of Alaska. The herd had been purchased by the Canadian Government from the Lomen Reindeer Corporation of Alaska for the purpose of introducing reindeer into Northern Canada where, on account of the scarcity of caribou, the question of food for the Eskimos was becoming serious. Andrew Bahr, a Laplander, was in charge of the herd, and with him on his journey he had a dozen specially trained Lapland and Eskimo helpers.

Last winter the journey was ended and the herd delivered into the 6,600 square mile reserve, stretching from the mouth of the Mackenzie river eastward to the Eskimo lakes, which was established by an Order-in-Council last December.

Mr. A. R. Evans has written a story around this great trek, the first installment of which appears below. While, of course, the characters are fictitious, the incidents described are based upon the reports received from Andrew Bahr during the trek. Photographs used in this series are from the author, the Department of the Interior and the Anglican Mission at Shingle Point.—Ed.]

Episode 1—Buckland Bay

KULT came rushing up from the lowlands around the bay. He was carrying something in the crook of his arm. Soak was sitting on a sled in front of the tent, and he must show her his great discovery. He put it carefully on the sled—an eider-duck's nest with six eggs. Some misinformed duck, wandering far from its habitat, had mistaken the season and at the beginning of an arctic winter had attempted to bring forth a family.

At the unexpected treasure Kult and Soak laughed. They were always laughing these days, ever since Soak had come to live in Kult's tent in the exciting Buckland Valley encampment. Kult tossed Soak an egg, shouting as it cracked in her hands. From the other tents the children, Kob and Sik, Lug and Uji, stood in a round-eyed circle, watching. Kult broke an egg; it was almost ready to hatch. Throwing back his head he swallowed rapidly, laughing again. The hard bill of the duckling had tickled his throat on the way down. Soak followed his example and the children watched in silent wonder. When the eggs had been disposed of Kult rushed back to the beach, and Soak slowly wiped her face with the back of her hand. She was still young and inclined to be dainty.

In the hills back from the shore snow had fallen days ago. It would keep on coming, working its way lower and lower into the valleys. Soak knew that back there the Lapp men, Pehr and Akla and Mikel, were doing strange things with reindeer. Soak's brothers and fathers and grandfathers had hunted reindeer, carrying the precious meat and skins on the dog sleds. All the Eskimo had done this always, but now the Lapps were patiently teaching the reindeer to pull the sleds. It seemed all very strange and the country of the Lapps must be a strange country too. Soak had not yet become acquainted with the Lapp women—Waas, who was Pehr's wife, and Neji, their sixteen-year-old daughter. There were two more Lapps, little Atta and Jak, but they were too young to be important.

Soak, who now had the status of a married woman, was able to talk freely to the other Eskimo women—Kipi, who was Tapik's wife, and even Quag, who belonged to Kaas, the oldest and wisest Eskimo in the entire camp. They had told Soak many things as they gradually learned them from the men. The husbands attempted to maintain a dignified superiority by a great show of reticence, but they always told their women everything finally. The love of gossip was strong in all the Eskimo race, but the men seemed to have more will power; they withheld their news a little longer.

Although Soak had joined the camp only a few weeks ago when Kult had brought her down to see the strange doings, she already felt that she had much new wisdom. The old chief, Kaas, was not the head of the encampment, but a great Lapp called Jon, who seemed to know everything and direct everybody. He would be leader of the long trek, and all must obey him. Soak had watched him from a distance. He had no wife with him, no family, but lived by himself, majestically.

But even the great Jon was not all-powerful. Above him, immeasurably superior, were the great White Chiefs. By their cunning thoughts and uncountable wealth, the strange trek which they were soon to make had been planned. Jon himself had lived for many years in that fabulous south country; he knew the language of the White Tribe; he could make strange marks on paper which had meanings to him and to the White Chiefs. He did not eat prodigious quantities of whale meat or reindeer or seal; nor did he indulge in those immense orgies of sleep common to the

others. Perhaps he had strange pleasures and indulgences of which Eskimo people knew nothing.

Everything was strange and exciting, and Soak felt that life from now on would be full of new interests. Kaas, the old chief, who was still the recognized head of the Eskimo division of the camp, had conferred with Jon many times. Then Kaas had told Quag, and she had passed along the strange news to the other wives. Although the junior wife of the camp, Soak was, nevertheless, proud to belong to the fraternity of wives. She hoped Kult would never take a second wife or trade wives, even for a short time. But there was no assurance where the vagaries of men would lead, and, anyway, were there not months of excitement ahead?

As they sat scraping reindeer hides, Quag had passed on the news from Kaas. Somewhere at an incredible distance in the south was a village of the White Nation. This village was never moved from place to place, but remained always on the same spot. There lived the greatest of all the White Chiefs, who knew everything. By some mysterious spirit messages, they knew of arctic famine even in the farthest north. The inland Eskimo who suffered most were not of the same family as the White Fathers, or even distant relatives, but the wealth of the White Chiefs was so great they could give to all tribes everywhere.

The caribou herds had become fickle; sometimes they migrated along the same old valleys and ranges, sometimes they did not come at all. Hunger and cold grasped the Northland in a death grip when the caribou failed. Now the all-powerful White Fathers had caused to be gathered a vast herd of the finest reindeer in all the world. This was the incredible present to be given to those distant Eskimo tribes far to the east along the banks of the Great River, wide and mighty as the sea.

Then the Lapps had come. Although they seemed haughty and inclined to stay by themselves, Soak could see they were a people much like herself. In small ways they might be a little like the White Nation, but without their great wealth and magic. But the Lapps had power over reindeer. They could make them draw sleds like dogs. They kept them in herds, driving them from place to place so that they always knew where to find them. Some of the reindeer were so tame the Lapps could touch them, taking away from them their milk. They could do this day after day, although the reindeer must have known what they were up to. It was all very wonderful.

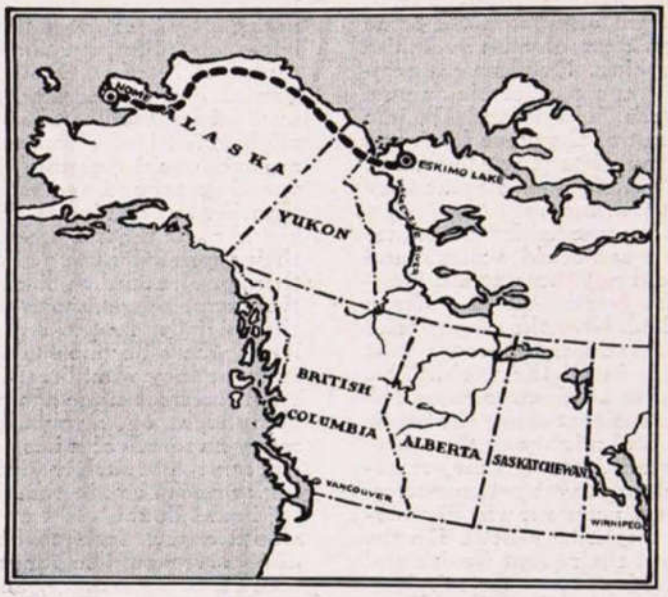
The time for the long trek was almost at hand. When the heavy frosts sealed the streams and marshes and treacherous muskegs they would move eastward. But they must have snow too, the sleds would be heavy with skins and tents and all the strange food the White Chiefs had supplied. They would have three fine dog teams, one for each family; but the Lapps would drive their tame deer, or try to. Quag had said the deer were very fast, much faster than dogs. Perhaps so, but they might also be wild and escape. Much better to trust the old and tried dog teams, as had been done for generations. Of course the Lapps had dogs too, but they used them only for herding the reindeer or hunting wolves. They certainly held a marvellous power over animals. To be part of the great trek was the most exciting event in Soak's life. It was probably the greatest thing that would ever happen to her; something to talk about in the igloos for a lifetime. She felt herself becoming the centre of interest through many a long winter's gossip. She could almost see already how they would be spread out on the trail. Far ahead the mighty herd of reindeer, more in number than anyone could possibly believe. Men and dogs would go around and around them, keeping them together but driving them always on and on. Next would come the line of sleds, the Lapps ahead with their supposedly tame reindeer (if they could make them pull), and then Soak and her own people with their strong dogs, six to each sled. Oh, it would be thrilling! Off to the strange East, on and on to lands where no one had ever gone before. In the summer they would rest in some pleasant country until the frost came again. Then they would keep going right on, always east, on and on for how many hundreds of miles nobody could count. Such a dream! And such luck for her who had been of no importance back in the hill country!

"Soak! Soak!" It was Kult coming again. He would expect food to be ready—boiled seal, no doubt. He would be hungry, of course. Men always seemed to be hungry. Soak sighed like a wife of long experience and ran inside. Life had its duties as well as its day-dreams.

Grand surprise! Soak need not work tonight! Tapik had sent word to the other Eskimo tents that boiled seal would be served to all, perhaps dried reindeer tongue or walrus blubber cut in long

strips. Kipi, Tapik's wife, had once belonged to Advark, a coast Eskimo, and she had been on board one of the great ships of the White Chiefs. She had tasted biscuit and sugar and talked about the most interesting things. Soak often wondered how Kipi had become Tapik's wife. Perhaps there had been a quarrel and a battle, although Tapik seemed like a quiet man. Still one never could tell about men; at least Soak couldn't, and she doubted if any other woman could.

Now they were at Tapik's tent, and all the others were there. The lamps were burning and the seal pot bubbling; and the tent seemed overflowing with men and women and children. Even the dogs kept crowding in; although they were kicked out constantly, they came back just the same. What a fine thing to be among people and hear them talk! Soak smiled at Kob, Quag's youngest son, a fine boy of twelve. And Kipi's family (Sik, Lug and Uji) of lesser ages, were there too, pushing and pinching each other quietly so that their grave fathers would not notice them.



At last Tapik lifted the meat from the pot, spearing it with a sharp-pointed rib bone. He passed it to Kaas, the ancient chief, who took an enormous mouthful of the hot, dripping meat. He could not bite it off, but with a dull knife sawed back and forth close to his lips until he had severed the mouthful. He passed the main portion on to Kult, who took his bite and went through the same cutting process. And so the piece went round, and when it was done other hot masses were lifted from the pot and passed endlessly. It was not a time for talk; eating was a serious business, even more serious than sleeping.

When no one could possibly swallow another morsel, the meal was ended. Whatever satisfaction might have shone from each round face was hidden by the combination of straggling hair and grease smears effectively masking any possibility of facial expression.

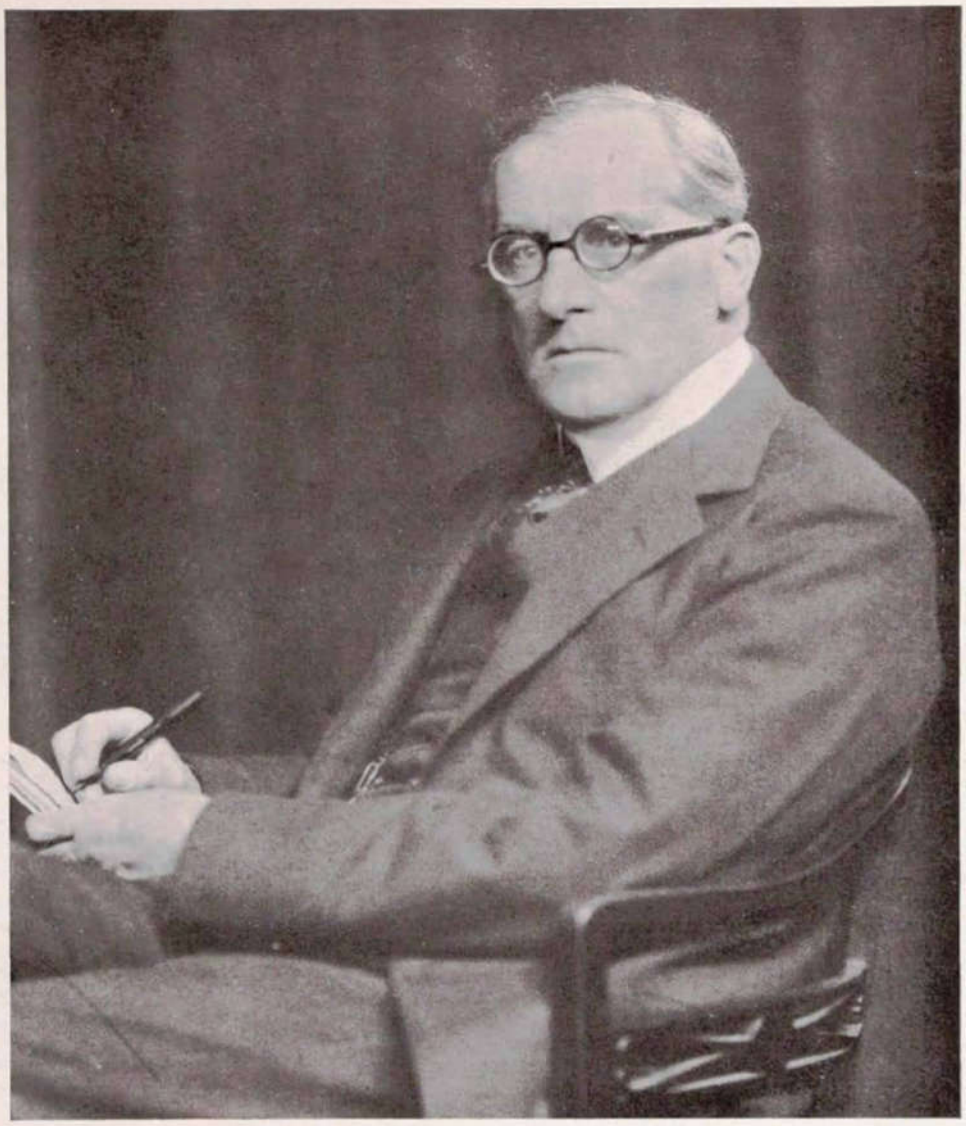
Then the men began to talk slowly. Kaas made solemn statements, and the long trek with the great herd took on less and less the aspect of a gay frolic. It became portentous, epic, almost a command of the Mountain Spirits. The unknown country to be travelled in the uncertain twilight of winter had the possibilities of menace. They began to feel like children about to ascend a dark and unfamiliar stairway. The voice of Kaas held a warning note; there was something prophetic in his slow words. This journey on which they were about to set out was not something to be undertaken lightly, to be abandoned at a whim. It was not the usual, indefinite trek of aimless wandering and indeterminate destination. All in Tapik's tent were silent; they gazed at one another with unspoken questions. Even the children were hushed, feeling the changed mood of their elders.

In the night the clouds which for days had covered the tops of the high hills came down over the lowlands. Soft snow covered the familiar outline of Buckland Valley. Enormous flakes floated endlessly out of the fuzzy air, covering the vast tundras for the long winter sleep. All day the snow fell, and by the second morning a stiff crust had formed. Slow, resistless, implacable, the universal blanket would steadily become thicker, heavier, smothering in its enfolding grasp.

It was a day of activity. The reindeer were coming into the valley; three thousand perfect animals, sound and fit for the long trek. Under Jon's direction, Pehr and Akla and Mikel were slowly shifting the great herd to the lower levels. They were sturdy Lapps, wise with generations of reindeer lore. Trained from childhood, they had come across half the world, bringing that peculiar talent for domesticating the still wild and timid deer. With an endurance almost incredible for men of small stature and with a patience almost superhuman, they had laboured daily.

Now Jon himself watched the slow drifting of the herd across the new snow. There was deep thoughtfulness on his red-tanned face. On him alone rested tremendous responsibility; he had powers of a dictator over his subjects. In some mysterious way the great White Chiefs had heard of him, had found him and persuaded him to come from his retirement for one more battle in the North. For three score years he had matched strength and skill against arctic perils.

Here in the camp he had lived alone, silent, planning, watchful, untroubled by the gossip of common men. A trek of almost two thousand miles across unknown wastes, through polar night—that was his problem. On his decisions would rest the lives of his herders and their families. His decisions, too, would determine the loss [*Continued on Page 64*



JOHN BURGESS PRESTON KARSLAKE

Of the Committee of the Hudson's Bay Company

LIEUTENANT-COLONEL KARSLAKE *was born in 1868, was educated at Eton and Trinity College, Oxford, where he obtained his M.A., and was called to the Bar, Middle Temple, in 1892. From 1910 until 1931 Colonel Karslake was member of the London County Council for South Paddington and in 1925 was vice-chairman of the council. He has been a member of the Metropolitan Water Board, which is responsible for London's water supply, since 1903 and was chairman of the board from 1920 to 1922. Colonel Karslake joined the Berkshire Yeomanry, a volunteer cavalry regiment, in 1895 and served in France during the Great War. He is the possessor of the Territorial (military) Decoration. Colonel Karslake is a Fellow of the Society of Antiquaries and published "The Papers and Proceedings of Society of Antiquaries." Colonel Karslake is married and has two sons and three daughters. His recreations are yachting, shooting and motoring.*

Buddy, the Polar Bear

From Mountie Foot-Warmer to Playboy at Banff

By J. C. C.

THE Banff zoo in Banff National Park, Alberta, Canada, is the home of a much travelled polar bear. Born at Chesterfield Inlet on the west coast of Hudson Bay just below the Arctic Circle, this young cub started his interesting career when he was taken from his ancestral home, a big snow bank on the north side of the inlet, by members of the Royal Canadian Mounted Police.

Sergeant W. O. Douglas, now Superintendent of Fur Farms, Hudson's Bay Company, took him in charge, and they soon became great pals, though when he was first captured Buddy was not a bit tame. For three months he slept at the foot of Sergeant Douglas' bed, and if left alone for a moment by the officer he would start to howl. This would continue until Sergeant Douglas returned, when the little bear would gallop towards him the moment he heard his voice.

Buddy and his friend had many pleasant swimming parties too. Sergeant Douglas used to take the little cub out in a row boat and as soon as he stopped rowing, Buddy would slip into the water for his swim. Sometimes he went over the side stern first, but more often made a very good dive. Then he swam around and played in the water until the sergeant pulled for the shore, when Buddy would strike out and swim after the boat.

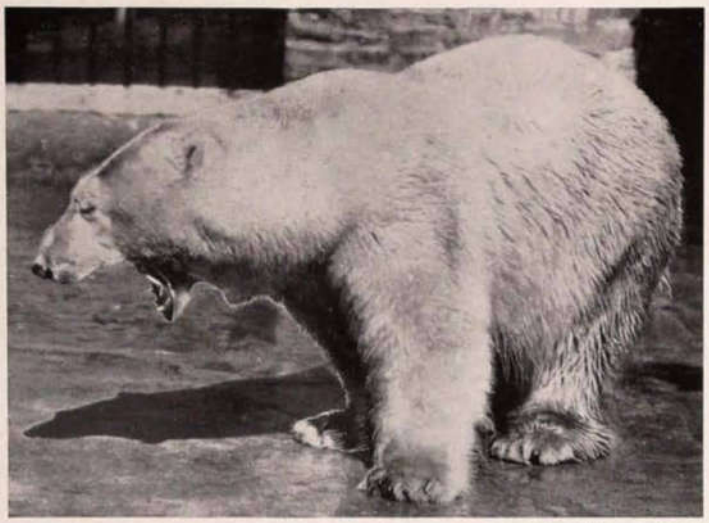
At meal times Buddy came to the table and sat beside Sergeant Douglas with one arm around the leg of the table. His table manners were nearly always good, although occasionally he was not so well-behaved. On one occasion someone had made a plate of candy and placed it upon the top of a bookcase to cool. Buddy came into the room and immediately smelled the hot candy. Going to the bookcase he sniffed for a moment, stood up, reached out a paw and pulled the plate down onto the floor. Every time he entered the room thereafter he would go immediately to the bookcase, sit up and sniff in the vain hope that there might be something good there. On another occasion he stole a ham from the pantry, and after a frantic chase the ham was recaptured and the small bear spanked for his naughtiness.

(Photo National Parks)

When the time arrived for little Buddy to be shipped south from Chesterfield Inlet, the parting between the sergeant and his little friend was touching. Buddy grieved long and sincerely for his beloved playmate and for several days after sailing ate scarcely enough to keep him alive. During all this time he never once ceased to roar and at Charlton Island made a brave attempt to escape and rejoin his friend. While the ship was anchored during the night Buddy managed to get loose and climb down the anchor chain. He swam ashore and immediately got into trouble. A number of dogs attacked him, but, thanks to the noise they made, someone on the ship took notice and a boat was lowered. As soon as Buddy saw the boat he swam

for it, climbed up the oar and scrambled into the boat.

When his long voyage by water was over, he still had before him the train journey from Montreal to Banff. Upon his arrival at the park headquarters, he came into possession of a large and comfortable cage in the zoo equipped with a private swimming pool.



(Photo National Parks)

Once more his personality won a staunch friend in the caretaker of the zoo, who, believing that this baby polar bear might be lonesome so far from his natural environment, and also because of the loss of Sergeant Douglas, his playfellow, made a practice of going into the cage to play with him.

Buddy looked forward to this daily romp and became quite contented and happy. The caretaker became devoted and taught him to sit up and beg, as well as to lie down and pretend that he was dead.

A small barrel was placed in his pond and this afforded the bear great amusement. His antics when playing with this barrel, rolling it about and trying to climb on top of it, were very funny to watch and never failed to attract a large crowd of spectators.

From his first day in the zoo, Buddy proved himself the most popular member. Children and grown-ups alike enjoyed watching this amusing little fellow. He seemed to realize his duty as one of the hosts of Banff National Park and willingly did his share to help entertain visitors.

It was highly amusing when his keeper came to clean out his cage. Before this could be done it was necessary to secure Buddy in the den. Buddy, however, had other ideas on the subject, and a great scuffle would ensue. The keeper would attempt to retire him to the den, but Buddy would dive hurriedly into his pool, where he would remain. And one could almost believe he was laughing at the keeper.

Then the keeper would get the hose, and every time Buddy's head appeared above water a stream of water hit him in the face. After this had gone on for some time he would swim to the bars of the cage and, sticking his paw through, attempt to "shake hands" with the keeper and thus establish a truce. However, the keeper was not to be bought by such guile and continued to play the hose on a tender part of the bear's nose. Buddy would then pick up a plank which floated in the pool for his amusement and, holding it in front of his nose, would face the delighted spectators. One would almost expect him to bow in acknowledgment of the applause this would bring.

After a time Buddy would tire of the battle and, with a whimper run into his den. The keeper would then drop the hose and climbing to the roof of the den lower the grille that kept Buddy secure. Hardly would the grille begin to drop, however, when Buddy would rush from his den and land in the pool with a splash, and the battle would begin all over again. Sometimes it would take an hour before he was safely denned and the cleaning of the cage begun.

After a time, however, a scheme was devised which solved the difficulty of getting Buddy into the den. He is given fish, apples and several loaves of bread as his daily ration, but is not allowed meat though he would like it very much. Every day, when cleaning out the other cages, the keeper gathers into a pail the bones which are left by the other animals, and this pail is set just inside the grille of Buddy's den. The first time this was tried Buddy at once ran to investigate, and while he was busy sniffing the contents of the pail the keeper lowered the grille and shut him in, and the cleaning of the cage went on without the usual romp. This method has since been used whenever Buddy cannot be induced to retire by other means. It is not nearly so amusing from the visitor's point of view, but it takes far less time.

All bears seem to have a sense of humour, and Buddy certainly has been endowed with an extra amount. It endears him to the hearts of everyone, children especially, and with his lovable personality and his happy faculty for making friends he will never be lonely. The memory of his native ice-fields has probably vanished, and, if he ever thinks of them, he is most likely too happy and contented to harbour any regrets. He had adopted Banff as his home and has become one of its most enthusiastic citizens.

[*Editor's Note*—Mr. Douglas tells us that next time he is at Banff he is going to call on Buddy, whom he has not seen since the *Nascopie* took Buddy on board in August 1922. He wonders whether Buddy will remember him or whether years of admiration at Banff have eclipsed all recollection of halcyon days at Chesterfield. Mr. Douglas went north with the R.N.W.M.P. in 1916 in connection with the Street and Radford murder, but exchanged his handcuffs for a fox trap in 1922.]

The Bank of England

HBC and "The Old Lady"

By J. CHADWICK BROOKS, O.B.E.
Secretary of the Company

The Company's Association with the Bank of England Has Been Continuous Through Two Hundred Years

THE Bank of England was established in 1694—twenty-four years after the granting of the charter to the Governor and Company of Adventurers of England trading into Hudson's Bay—but it was not until 1797 that the "Old Lady of Threadneedle Street" was born. In that year this old lady was made the subject of a cartoon entitled "Political Ravishment or The Old Lady of Threadneedle Street in Danger," wherein Pitt was depicted in an attempt to obtain possession of the Bank of England's gold from an elderly lady, representing the Bank, who was sitting on a locked box containing the treasure. It has been stated, however, that the Bank of England was known by this appellation at a much earlier date because of the figure of Britannia represented on its notes, but the title of the cartoon is believed to be the earliest appearance in print of the name by which the bank has become so familiarly known.

"The Old Lady of Threadneedle Street" is now in process of being housed in a manner more befitting her world-wide prestige, and in April last the rebuilding of the first half of the new bank premises was completed; the complete rebuilding will occupy a period of ten years. Considerable excavation work has been necessary and various discoveries, including some of great archaeological interest, have been made.

A Roman tesselated pavement (probably 130 to 150 A.D.) was discovered at a level twenty-two feet below the present street level. Although not so complete as the one uncovered in 1801, which is now in the British Museum, it was in a remarkably good state of preservation and has been successfully reconditioned by experts who have remodelled it as a panel about nine feet square, which in due course will form part of the floor of the bank museum.

A trench, probably mediaeval, which was dug straight across the floor, entirely destroyed the central design of the pavement and in the new panel a circular space has had to be left blank.

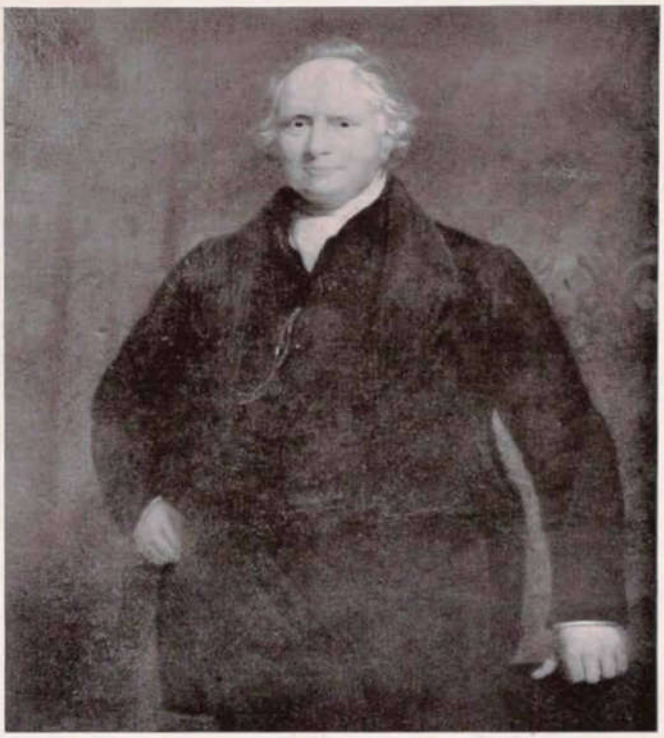
Another interesting find is an old Roman well-head, composed of the customary barrel, the top

and bottom being removed. It is remarkable that the wood of the barrel should have survived in such good condition.

In August, 1933, the workmen discovered in the bank garden a leaden coffin, seven feet six inches in length, bearing a metal plate with the inscription, "Mr. William Danl. Jenkins, died 24th March, 1798, aged 31." Jenkins, a clerk in the bank, was six feet seven and a half inches in height, and his relatives were permitted by the governor and directors of the bank to bury the body in the bank garden so that it might be secure from the ghouls who made a living by exhuming corpses for sale to surgeons and others.

The "Old Lady of Threadneedle Street" has on many occasions proved the friend of the Hudson's Bay Company. The following extract, dated the 20th September, 1809, is one of many references to the Bank of England contained in the minutes of the Board of the Company:

"The Letter of Credit for £50,000 advanced by the Bank of England to this Company expiring on the 15th Inst. another Letter dated the 13th of this Month signed by Wm. Mainwaring George Hyde Willaston Thomas Neave John Henry Pelly Benjamin Harrison & John Webb Esquires was sent to the Governor & Directors of the Bank requesting the said Credit to be continued to the 15th day of November next. And the Secretary reported that the request contain'd in the above Letter was acceded to by the Governor and Directors of the Bank aforesaid."



Sir John Pelly, Governor of the Company and Bank

The letter of credit referred to in the above minute was originally granted for an amount of £20,000 on the 9th April, 1807, for two months at four per cent. It was renewed on the 9th June and increased on the 16th July by £30,000. The total sum of £50,000 was regularly renewed every two months for a period of years, although from the following letter to the Court of the Bank of England, dated the 19th December, 1811, written by the secretary of the Hudson's Bay Company, the formality appears to have been omitted on one occasion.

"Gentlemen: Through the multiplicity of business which occurred on receiving the despatches of the Company's ships, I totally forgot to remind the Committee of the Hudson's Bay Co. that the Letter of Credit which your Honble. Court were pleased to grant to them expired on the 15th instant. The Committee have now adjourned to the 8 of January next, but the usual Letter shall be sent to them and delivered to your Secretary as soon as I can possibly obtain their signatures to it.

"I have the Honor to be &c.

(Signed) ALEX LEAN."

On the 13th February, 1817, the amount of the credit was increased to £80,000, and on the 17th May, 1821, further increased to £100,000. As from the 14th November, 1822, it ran for periods of three months and was apparently allowed to expire on the 16th February, 1825.

A fresh credit of £30,000 was opened on the 16th June, 1825, for one month, but was not extended.

The earliest recorded transaction between the Company and the Bank of England is that contained in a minute of the Board dated the 8th January, 1735, when the secretary reported that according to the order of the Committee of the 11th December, 1734, he had bought for the Company's account twenty thousand pounds of bank circulation.

A later minute of 24th December, 1735, is of particular interest in that it refers to the Company's iron chest, which apparently was the repository of all cash, securities, etc., and read as follows:

". . . The Secr. having likewise pursuant to the Order of the Sub Committee the 27th Novr. last bought for ye Compies. Account £315000 Bank Circulation whereof 10 p. Cent hath been paid in, and Reported the same to the Committee the 3d. 10th and 17th of this Instant decr. the Receipts for the said Circulation were also put into the Iron Chest: and the Sum of £3,651:6 was also lock't up in the Iron Chest vizt.

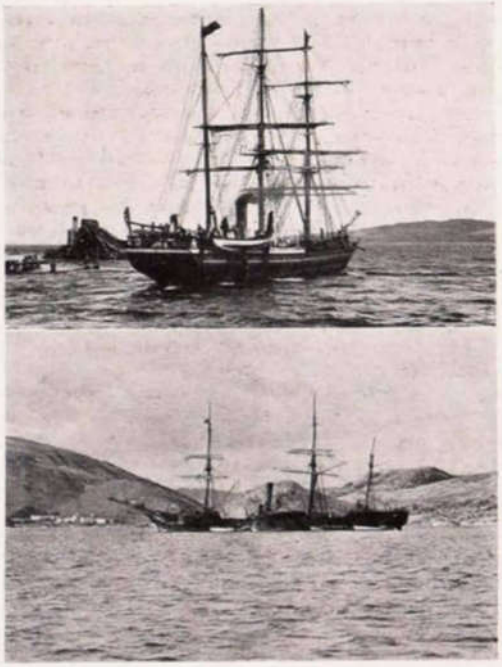
In Bank Notes	£1,500. –. –.
Guineas	£ 808.10. –.
Portugal Gold	£1,342.16. –."

The Company's connection with the Bank of England in financial matters [*Continued on Page 64*

S.S. "Bauchimo" R.I.P
Amundsen Northwest Passage 1906
Eskimo Groceries Eastbound
Robert Campbell 1850
Aklavik Air Mail Routes 1933
McKenzie to Arctic 1789
Hearne 1771
Franklin Died 1847
New Fort Dease
British Polar Year Scientists 1933
The Land of Feast and Fami
Very Barren Lands
Pacific Ocean
Sir George Simpson 1828
P. Ashley Cooper 1931
Fort St. James
McKenzie 1793
H.B. Rwy Terminal and Fort Prince of Wales
Sir George Does His Stuff
Edmonton
Kelsey Saw the Buffalo 1691
Saskatoon
Kamloops
Vancouver
Victoria
Vernon
Nelson
Calgary
Almost But Not Quite British 1846
Yorkton
Winnipeg
Those United States of America

MAP
of ye
Landes, Countryes, Territoryes, Seas, Streightes, Bayes Rivers, Lakes, Creeks and Soundes Served by ye.
Governor and Company of Adventurers of England Trading Into Hudson's Bay.
Mapped by ye Publishers of ye Beaver according to ye newest and most exact information at ye office of ye Canadian Committee over against Fort Garry Gate on Main Street in Winnipeg.
MCMXXXIV
Greenland's Icy Mountains
Peter Freuchen's Thule
Pond's Inlet Fort Garry Tea Delivered Annually
Ralph Parsons Land (Sometimes called Baffin Land)
Simpson 1840
Lake Harbour Capital of R. Parsons Land
To India's Coral Strand
ATLANTIC OCEAN
S.S. Bayrupert R.I.P.
HUDSON BAY
According to Dominion of Canada Geographic Board Still Hudson's Bay to Us
Rigolet Lord Strathcona (15 Years)
John McLean 1838
S.S. "Mascopie" Winters Here
A Crown Colony Again
Rupert's House Beaver Sanctuary 7000 Sq. Miles
Rupert's House No. 1 Chain Store
3007⅛ Miles to Beaver House London
Canadian Committee H.B.C.O. & Beaver Office
Ottawa H.Q. of R.C.M.P. and N.W.T.
Montreal Birthplace N.W.Co. Sir Geo. Simpson R.I.P.
Lasimodiere Eastbound 1815

Above: Lake Harbour, Baffin Land, with the Hudson's Bay Company post buildings and an Eskimo encampment. Below: The whaling vessel "Active" leaving Dundee, Scotland, and the Hudson's Bay Company S.S. "Pelican" off Lake Harbour post. The "Pelican" was built as a gunboat for the Royal Navy in 1887, and her sister ship, H.M.S. "Condor," distinguished herself at the bombardment of Alexandria in 1881. In 1901 the "Pelican" was purchased by the Hudson's Bay Company for the Arctic trade. During the war she again got into harness as a gunboat and in 1918 finally tasted battle with a German submarine off the Irish coast.



Old and New

By
THE ANGLICAN BISHOP OF THE ARCTIC

The Old Form of Trading with the Baffin Land Eskimos from Whaling Vessels in Contrast with the Modern Hudson's Bay Company Method

THERE is a trite old saying that "Comparisons are odious." Now, while it is essential that comparisons should be made of methods employed in business, it is also true that many comparisons are useless because they do not take into consideration all the factors entering into the case. I think this is particularly true in connection with comparisons between the old methods of fur trading and the new.

When I first went to Baffin Land with the Rev. J. W. Bilby in 1909 to establish the mission station at Lake Harbour, there were no white men wintering there except ourselves. Each summer the whaler *Active*, be-

longing to Robert Kinnis & Co., Dundee, called at Lake Harbour and landed two white men, a miner and a cook, who spent the summer there during the time that the ship was cruising in Hudson Bay searching for whales and walrus. With the assistance of the Eskimo, these men mined mica and graphite. On the return of the ship they, with the mica and graphite, were taken aboard and proceeded to Scotland.

The officer in charge was Captain Alex. Murray, a man whose life had been spent in connection with the whaling industry, and who was himself the son of a whaling captain. His brother John was also a whaling captain, and later had command of the S.S. *Nascopie* and other ships belonging to the Hudson's Bay Company. Captain Alex. Murray of the *Active* was of a kindly, easy going disposition. He brought his ship north loaded to the gunwale with the necessary fuel for the voyage and a quantity of food and barter for the Eskimo. The principle upon which he worked, so far as I could judge, was very simple and in its way beneficial and effective. He looked upon himself as the father of all the Eskimo with whom he came into contact. Years of experience, not only when sailing his ship but when wintering in the country, had given him a detailed knowledge and understanding of practically all the Eskimo at the points where he called. On his arrival in the country the natives came on board, bringing their fur, ivory and blubber, and with the innocency of children handed these to the captain, confident that ere the ship left the country he would supply them with the things they needed to carry on successfully during the ensuing year. Captain Murray's plan was to allocate a number of men with their families to work at the mines, while another group was sent off caribou hunting in order to get skins for winter clothing for themselves and their friends. A remaining group was called on board, oft nearly one hundred strong, men, women and children. The men were used to man the whale boats, skin the whales and hunt the walrus. On the return of the ship from her cruise, each family was paid off as a family, the captain giving them such things as he felt they were in need of, and not always giving due consideration to the quantity of fur a particular hunter had brought in. If any dissatisfaction arose regarding the matter, the captain pointed out that the particular hunter in question had ample to go on with, and that any balance that might be due to him had been given to his dependents and poorer members of his family. While there were many things connected with the whaling industry which from the missionary's point of view were not in the best interests of the Eskimo, nor of the work the missionary was seeking to do, yet it must be borne in mind that the whalers did a great deal for the natives, and I am sure that the intention of Captain Murray and his colleagues was to be both fair and just to the people. If you were to mix with the Eskimo on the Baffin Land coast of Hudson Strait today, I believe all the older people would speak in the kindest possible terms of Captain Murray, whom they looked upon as a friend. In this I consider the native to be correct, and, while the system left much to be desired, it was nevertheless in many ways beneficial. Amongst other things, the whalers improved the Eskimo's method of hunting and taught them how to handle sail boats and other useful arts. As one who had intimate knowledge of Captain Murray and other whalers, I would like to bear my testimony to the good work that was done by them. Ofttimes they were their own worst enemies, but they were ever ready and willing to lend a helping hand when occasion arose. As I think of them and of some of the problems of the early days (and they were many and varied), the words of Joachim Miller come to mind:

"In men whom men pronounce divine
I see so much of sin and blot,
In men whom men denounce as ill
I see so much of goodness still
I hesitate to draw the line
Between the two when God has not."

Two years after the mission had been established, the good ship *Pelican* belonging to the Hudson's Bay Company arrived at Lake Harbour on the same day that the S.S. *Stella Maris* from Newfoundland arrived with the mission supplies. The *Pelican* signalled (with flags), "We want a pilot," and immediately flags on the *Stella Maris* were run up giving the terse reply, "Follow me," the explanation being that we had only one native pilot, whom we had stationed on an island at the entrance to Lake Harbour all summer so as to be ready to meet the ship when she arrived. It was therefore impossible to send him to the *Pelican* until he had taken the *Stella Maris* fifteen miles up the harbour opposite the mission. The *Pelican* immediately lowered a motor boat, which brought Mr. Ralph Parsons (then district manager of the Hudson's Bay Company, now Fur Trade Commissioner), and other officers up the fjord in the wake of the *Stella Maris*. They then secured the pilot (a full-blooded Eskimo, Novoolia by name) and took him in the motor boat to the *Pelican*, which he duly piloted into the harbour. It is worthy of note that Novoolia is still at his task each summer as chief pilot for the Hudson's Bay Company. He is a very reliable and trustworthy Eskimo, and in all the years since first he piloted the mission boats he has never failed to take the ships safely up and down the harbour.

When the Hudson's Bay Company established in Baffin Land, there was an immediate change in the entire method of trading. First of all, the Company was not interested in whalebone and made little or no effort to secure the large whales. Secondly, their whole effort was concentrated on fur, and from the date of their arrival onward the mind of the Eskimo was trained to think in terms of foxskins. A very careful system was instituted to encourage the Eskimo to put forward their best efforts each year to secure as many pelts as possible. The prices jumped two to four hundred percent. immediately, but the Company was careful to explain to the natives that they were now working on a definite business basis; *i.e.*, so many foxskins would bring so much return, no foxskins would bring no return. As the Company's officers remained

in the country twelve months each year, the Eskimo were able to trade their fur throughout the year instead of, as in the old days, having to keep it until July and then trade it all at one time. This method had definite advantages, but it had some disadvantages as well. I know of no system yet evolved that would have all the advantages and none of the disadvantages.

There can be no question that since the Hudson's Bay Company came to Baffin Land the prices paid for fur have increased tremendously. My knowledge of the prices given by whalers and other private enterprises in Baffin Land in the early days enables me to state quite definitely that there is no comparison between the prices then paid and the prices afterwards paid by the Hudson's Bay Company. At the same time, I feel that the old system, where the captain of the whaler acted as a sort of father to the tribe, had many good points. I do not see however that such a system could be maintained in these days of spectacular change in Arctic Canada. I do not think that the old system could be continued today with advantage either to the people or to the companies concerned. I believe that as the whalers made their contribution in the early days, so a strong well regulated company like the Hudson's Bay Company is making its contribution today, and it is only right that there should be a proper understanding in our minds regarding the situation as it presents itself now.

It is not unfitting that I should close with an expression of appreciation of the men of the Hudson's Bay Company. I do not wish to suggest that their methods have always been such as could be approved of from the missionary's point of view, but I can say with absolute sincerity that the Company in its general administration has done great things for the native, and some of the officers of the Company have made an outstanding contribution to the welfare of the people. Some of the finest men that it has been my privilege to meet in the course of my life have been officers of the Hudson's Bay Company, who, while whole-heartedly devoted to the interests of their employers, have realized that only by living the clean-cut Christian life can they do their best for the Company they serve and for all with whom they have to do.

I count it both a joy and a privilege to be so constantly associated with the men of the oldest corporation operating in Canada today, known as "The Governor and Company of Adventurers of England trading into Hudson's Bay," but familiarly referred to as the HBC.

The Bear That Danced by Itself

By L. T. KEMPPLE
Manager Fort Graham Post, British Columbia

THIS is a story, a true story, of a trapper and a bear; of a phonograph and a dance. If you don't believe it, journey to Fort Graham post in Northern British Columbia and from there make your way seventy miles into the hinterland until you strike the turbulent, swift-flowing Ingeniha river. Somewhere on the banks of that river you will find "Shorty" Webber's cabin, and you will also find "Shorty" himself, once a phlegmatic and stolid bushman, now a highly strung, nervous shadow of his former self. Tell "Shorty" that you want to see proofs of his story and he will show you claw marks round the cabin window and door, a smashed phonograph record, and the remains of a once magnificent phonograph.

"Shorty" no doubt will tell you his story; and he'll begin something like this: "Nobody has to believe it, but I don't give a ——— anyway. It's true; I saw it!" And then he'll tell you how, early in July, he left his cabin securely fastened with boards nailed over the window, because the bears were troublesome that year, and set off on a prospecting trip into the Bower Creek and Fishing Lakes country. He will stress that the night before he left he removed a record from the phonograph and closed the top.

Late in August "Shorty" returned home laden with his winter supplies from Fort Graham post. The river was low, and so he shut off his engine a few hundred yards down stream from his cabin, intending to tow the boat the remaining distance. As the noise of the engine ceased, "Shorty" heard the strains of exhilarating music coming from his cabin, and, thinking that some trapper acquaintance was amusing himself till his return, he set out for the cabin to get the unexpected visitor to give a hand with the boat.

At this point "Shorty's" story becomes a little, a very little, vague. But can you wonder when you hear what met his wondering gaze as he entered his cabin door? There in the middle of the cabin was a huge grizzly, between eight and ten feet tall, shimmying, shaking and shuffling to the tune of a Swedish polka; and in the best "bear jazz" style, always a swing and a whirl ahead of the music. "Shorty" will tell you how he stood transfixed, watching the dance and listening to the blare of the music from the phonograph.

In the middle of a step the grizzly saw "Shorty" and stopped dead. For a moment man and bear gazed at each other without movement. It was a question which was the more surprised. Suddenly, quick as a flash, the bear's left paw rose, made a sweeping arc through the air, the top of the phonograph and the record crashed to the floor, and in the next instant the bear had turned and plunged through the two-inch planks which "Shorty" had nailed so carefully over the window to keep the bears out.

That is the story. And now all the bushmen and trailsmen of the country puzzle their heads to decide why the bear smashed the music box. But I know! That bear was a high class professional performer gone "native," and the knowledge that he had given a free performance was too much for his artistic temperament.

Members of the Canadian Committee Who Attended the Store Managers' Conference at Victoria in January—R. J. Gourley, C. S. Riley and H. B. Lyall.

Mr. S. Ford, Post Manager Southampton Island, who was born in and has never left the Arctic, with his wife and daughter.

COMPANY NEWS PICTURES

"Johnnie" Wilson, Canadian Committee Office Messenger, with fifty-three years' service

Knud Rasmussen, Celebrated Arctic Traveller, who died during the winter.

W. Cornwallis King, ninety years old, pensioner and oldest living commissioned H B C officer.

Team from The Winnipeg Light Infantry, winners for 1933 of the Hudson's Bay Company Cup, presented for Field Firing Competition in Military District No. 10.

A Simple Fur Trade Tale

By
R. H. H. MACAULAY

No. 3—Mr. MacDonald's Devoted Service

BLESS my soul!" said the district manager. "This is most extraordinary; quite worrying in fact." And he rang the bell for the district accountant.

"Oh, Mr. MacTavish," he said, when the accountant arrived some time later, "have we any record of a gentleman called Angus Donald MacDonald?"

"No," said the accountant, "we haven't any records at all. Why?"

"I've got a letter from his wife saying that he was sent north in 1918. He sent her a nice picture postcard in 1925 saying that he had arrived safely, and she thinks that she ought to have had another postcard last year. She is getting rather worried."

"Oh! Why?" asked the accountant.

The district manager didn't bother to answer the accountant's question—he quite often didn't—but wrote to Winnipeg to ask them if they knew anything about Mr. MacDonald. He explained, of course, that there had been quite a lot of district managers since 1918 and naturally no one could expect an accountant to remember anything more than a year.

Well, as a matter of fact, all the accountants at Winnipeg had been puzzled for quite a long time because they had discovered a post which had no expenses, only profit; which is awfully bad accounting. They were ever so excited when they got the district manager's letter, and felt that it might be the answer to the puzzle.

Well, they found a gentleman called Angus Donald MacDonald, who came from Aberdeen, who had been sent to a post quite near the North Pole in 1918; and so they wrote back and said that this was probably the gentleman, and would the district manager please go and see.

Of course, as you've guessed, it was the gentleman, and when the district manager got to the post about eighteen months later, Mr. MacDonald said, "Good morning; I hope you've brought the notepaper."

"What notepaper?" asked the district manager.

"The notepaper I asked for," replied Mr. MacDonald. "I wrote quite a long time ago saying that I thought I had quite a lot left, but found that I hadn't and was using the last sheet for my letter."

"Why didn't you write again when you didn't get it?" asked the manager.

"Because I hadn't any notepaper."

"Oh, yes, of course," said the manager.

"Who won the war?" Mr. MacDonald asked.

"We did."

"Good!" said Mr. MacDonald.

Well, they had breakfast; and then Mr. MacDonald said, "We've had quite a lot of cold weather, haven't we?"

"Yes," replied the district manager, "but how have you managed to trade with the Eskimos all this time without any fresh supplies?"

"I haven't seen any Eskimos. Should I uv?" said Mr. MacDonald.

Well, it turned out that Mr. MacDonald hadn't been worried because he had been given quite a lot of trade goods in 1918, which he had been eating ever since. Being really rather a clever man, he had made all sorts of wonderful traps and had caught lots of animals; which was why he had always sent such a lot of furs. Of course this explained such a lot of profit and no expenses.

"Would you like to come and see my traps?" asked Mr. MacDonald. "They are quite clever, I think. Oh, I forgot to tell you about my new sleigh! It looks just like an ordinary sleigh, but if you press a button underneath it it will fold up and can be used for a fur press. If you like, you can ride in it."

"Oh, do let me," said the district manager. "That will be lots of fun!"

"Yes, won't it? I think you had better wear your spats though, because you district managers aren't used to the cold."

Well, they set out in great style. The district manager sat in the sleigh wrapped in one of those nice soft red blankets with a hot water bottle inside, because he wasn't used to the cold, while Mr. MacDonald ran behind.

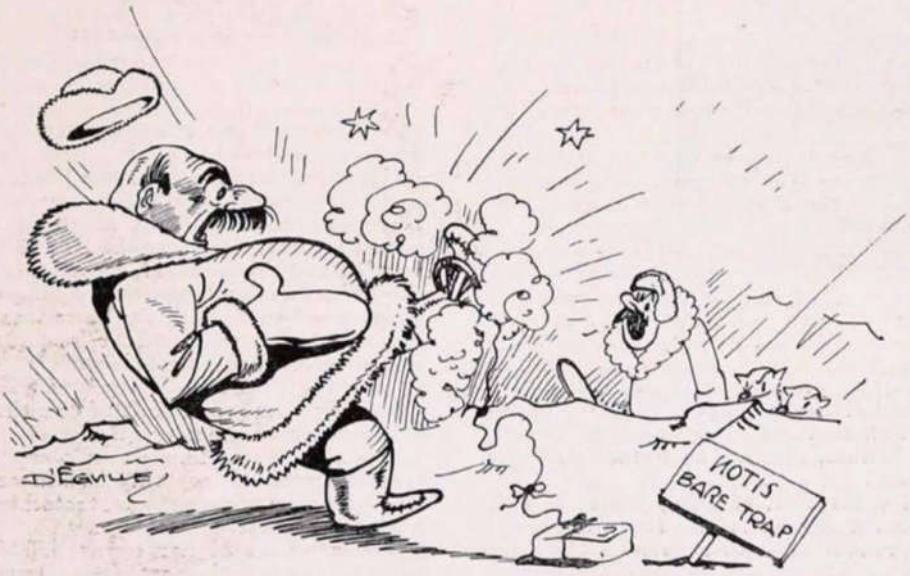
"Let's stop here for a moment, if you don't mind," said Mr. MacDonald. "There's a polar bear trap hidden here, and it would be such fun for you to try and find it. Even the bears usually don't find it until they are caught!"

"I'll find it, I'm sure."

"Bet you!"

"Alright, five cents."

Well, the district manager didn't find it until he was caught; so Mr. MacDonald thought he'd better not say anything about the bet. After that the district manager stayed in the sleigh because his leg was hurting quite a lot from the trap; and just as they were starting to get friendly again, a nasty piece of ice sticking up caught against the button on the sleigh and turned it into a fur press, which hurt the district manager's other leg and spoilt his hat.



As soon as they got back to the post, the district manager said, "All that stuff and nonsense about funny traps and sleighs which turn themselves into fur presses—I'm really angry. Look at my hat! I've a jolly good mind to stop letting you be a post manager. But then, in view of your loyal, devoted and unquestioning service to the Honourable Company, I think I'll give you another chance. Please get me another hot water bottle, because I'm going home now. Oh, by the way, your wife wants to know how you are."

"Very well, thank you. And thank you for not taking the post away from me."

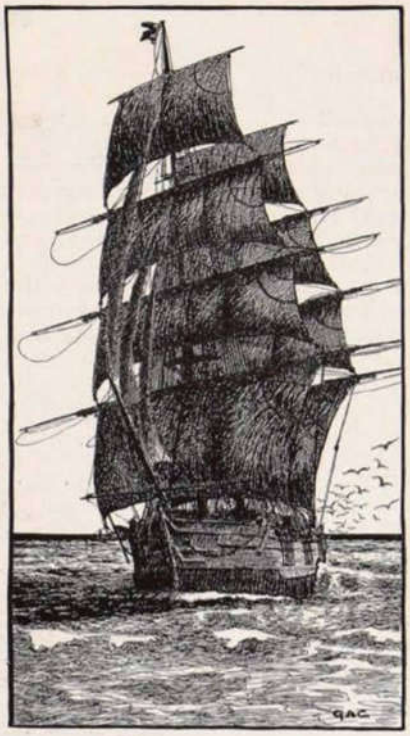
"Oh, that's alright. Good-bye!" said the district manager as he drove away in his own sleigh.

"I say!" called Mr. MacDonald when the district manager was about a quarter of a mile away.

"Yes, what?"

"Don't forget to send the notepaper, will you?"

"No, I won't," replied the district manager.



Drawn for The Beaver by G. A. Cuthbertson

The Ship "Prince of Wales"

1850, Full Rigged Ship in Hudson's Bay; 1934, New Zealand Coal Hulk

By H. M. S. COTTER
Hudson's Bay Company, The Pas

IN the great and romantic days of sail, the Company's house flag flew on many notable vessels built specially to their order. The *Prince of Wales* was one of these.

The original enterprise, starting where it did, involved risks with regard to the route followed, and experience proved that to overcome the hazards of ice and uncharted waters the ships had of necessity to be strongly constructed. Apart from the whaling and sealing industries, no ships in any other trade were built like them. What they lost in speed with the superabundance of heavy timber put into their hulls was more than compensated for by their ability to withstand the shock of boring through heavy field-ice with its attendant crushing and grinding power.

And so, following a long line of such ships, the *Prince of Wales* at the time of her birth in the year 1850 was the latest word in Arctic ship construction, for the British shipwrights of that period put such excellent work and material into her craft that it has endured to this day.

For forty years the *Prince of Wales* sailed to the Bay, and many a North Atlantic gale she weathered. The strains set up under press of canvas, together with the roll and pitch, accentuated by her lofty and massive spars, the pounding on rock-bound shores, the titanic pressures when nipped in the Arctic floes, all attest to her wonderful construction. Forty years is a long life for ships in less strenuous trades, and yet the *Prince of Wales* not only survived the ordeal during that time but has added two score years more to her already useful career, though in a clime less rigorous than that in which she started.

This ship was built for the Hudson's Bay Company in 1850 by Messrs. Money & T. L. Wigram, Northam, Southampton, England, and is said to have been christened by the Prince of Wales, afterwards King Edward VII, for whom she was named, the Prince on that occasion dining on board. The figure-head on her stately bows was a work of art, beautifully carved and represented the Prince dressed in man-o'war fashion.

She was a wooden barque of five hundred and thirty-six tons gross, built of oak throughout, with a sheathing of greenheart. Her sides from a little above the water-line down were fifteen inches through, and she not only had fifteen feet of solid oak bows but they were protected by massive iron plates as well.

For a vessel of her tonnage, she was heavily sparred, the mainmast from truck to keelson measuring one hundred and twenty feet and her main-yard sixty-eight feet. In the earlier years of her life all her standing rigging was of hemp, and she carried single topsails; but as improvements came in the hemp rigging was replaced by wire set up with rigging screws instead of the old lanyards and deadeyes; double topsails too replaced the old style. The *Prince of Wales* was never a fast sailer, though she carried plenty of canvas and in the heyday of her career not only crossed royals but stun'-sails as well, and in a breeze of wind was as stiff as a church.

Her sailing record to uncharted waters was marvellous, due to the ability and experience of her various commanders. But once only in forty years was she ashore, and that was in 1864, when in company with the *Prince Arthur* both vessels stranded on Mansell Island in thick weather. The *Prince of Wales* was hauled off, but her consort became a total wreck. They tell a story about a green hand on this occasion. In the excitement of stranding, orders were given to "stand by the anchor," and this young man, who happened to be on the job with the mate and the carpenter when the second command came in stentorian tones from the cap-

tain to "let go the anchor," thinking it was directed at him, bawled back, "I'm not touching it." We never heard the end of this yarn as long as we lived on the waterfront.

All Northern Canada and what are today the three prairie provinces received the necessaries and simple luxuries of life from England through Hudson Bay, and the *Prince of Wales*, together with other ships of her kind, were the means by which all such merchandise was brought across the water. The blankets and cottons of Manchester, knives and needles of Sheffield, firearms of London and Birmingham, tea, twine and tobacco, staples of the hinterland—all these essentials, which the scattered pioneers, traders and hunters needed, were yearly stowed in the holds of the *Prince of Wales* and brought to these shores.

But of first consideration in what she carried were the many sons of Britain who came as youths, lived their lives in the great unexplored North, imbued with the spirit of adventure, the spirit of empire, the high ideals of their predecessors, maintaining positions of trust with dignity, integrity, and self-reliance, and in a land cut off from all intercourse with the finer things and attractions of life. Great men they were surely, keeping law and order single-handed over vast territories and many tribes, ruling with firmness, justice and courage, holding the reins of the outposts of empire.

The great majority of those who came in the early years have passed on, but we have some of them with us yet, and may their days be prolonged. Alan Nicholson, of Victoria, B.C., Donald Gillies, of Southampton, Ontario, C. H. M. Gordon, of Pine Falls, Manitoba, W. C. King, of Winnipeg, and no doubt others now retired, came as eager lads in the late 60's and early 70's by the *Prince of Wales*.

The late Dr. John Rae, renowned Arctic traveller, knew the old ship well. The late Sir Edward Seaborne Clouston, son of Chief Factor James Stewart Clouston, who later became vice-president of the Bank of Montreal, was, as a child, taken home on the *Prince of Wales*. Many other children of Hudson's Bay Company officers and missionaries were carried to the Old Land by her to receive their educations, a sister of the writer included; and on that occasion the ship took nine full weeks making the passage across, buffeting head winds and seas all the way over. That great pioneer missionary, the late Dr. John Horden, first Bishop of Moosonee, came to the wilds of Hudson Bay in 1857 on the *Prince of Wales*, and for forty years worked hand in hand with the Company for the enlightenment of the savages.

Romance too centres around this argosy of the seas, for brides came and brides went; no deterrent for those seeking their mates was the long passage, the perils of ice, the cramped and unheated quarters and delicacies of the table such as pea soup, burgoo and "Harriet Lane."

The episode of her chief officer was a classic in its day. On the passage out he fell in love with the daughter of one of the leading residents of the fort to which she was returning; but the match was not approved of by the parents. On the day then that the *Prince of Wales* had her "Blue Peter" at her fore-topmast head and her anchors hove short, this sprightly young seaman (who must have had it pretty badly) sprang to the rail and leaped overboard, his clothes atop his head, and swam to one of the waiting vessels bound up river; he climbed aboard and took passage to the fort, where the couple were married, the Company's business meanwhile being held up and the captain in a furore.

The years 1883-84 were notable for ice met in the straits. In the latter year the *Prince of Wales* was beset for over three weeks, and when she arrived her sides, instead of being black, were scraped white with the shearing ice. On her homeward passage in October she again encountered the ice, which blocked the straits so tight no entrance could be forced, and the ship was compelled to run to Charlton Island, where she wintered, the crew living on shore in log houses built by the ship's carpenter.

And so this noted vessel, three quarters of a century ago conceived by British brains, her hull, spar and sail plan from the draughting boards of England's foremost shipbuilders and sailmakers, remains a link with the past and is now spending the evening of her career in the quiet waters of Port Nicholson, New Zealand. But she played her part and played it well; and to her and her doughty skippers we owe much in the development of our western country.

In 1889 the *Prince of Wales* was sold and her subsequent history has been obtained

The Prince of Wales Today, a Nameless Coal Hulk at Port Nicholson, N. Z.

throughthecourtesy of Mr. H. F. Norman, general manager of the Union Steamship Company, of Wellington, New Zealand, the present owners of the hulk. The photos were obtained through the same source, together with a draft of an article about the ship written by Mr. A. L. Kirk, of Wellington. This article follows:

Our Ships Were British Oak

"Having passed through many varied and interesting experiences, the *Prince of Wales* is now spending the eventide of her life as a hulk in the sheltered waters of Port Nicholson.

"In the early days of the freezing industry, she was bought by Nelson Bros., who sent her across to England, where she was used as a store-ship. In 1889, at the request of Mr. W. Nelson (now living at Tomoano, Hawkes Bay), after a few years she was sent out to New Zealand to serve the various ports on the coast as a freezing factory.

"The *Prince of Wales* had most unusual lines and was never renowned as a fast sailer, so before leaving England she was fitted with twin screws driven by a pair of 30 h.p. engines, the steam for these being supplied from the boiler of the refrigerating plant. Naturally these did not give her a great speed and, even if the wind was favourable, the propellers retarded her.

"After a lengthy passage of one hundred and twenty-four days, she arrived at Napier, from where she was sent to Gisborne to inaugurate the freezing industry, dealing with two hundred sheep per day. One must remember that in the early days of the freezing industry this work was not carried on at shore freezing works, but hulks like the *Prince of Wales* and *Edwin Fox* went around the ports as work demanded.

"After spending two years at Gisborne, she went to Picton; but before long was sent back to Gisborne. In July, 1901, she was sent down to Port Chalmers, where she remained until 1906. The story is told that when the *Prince of Wales* was going down the coast to Port Chalmers the people of Lyttelton, alarmed over the Russian menace, immediately thought that this cumbersome looking vessel must be a Russian warship, and were greatly relieved when it turned out to be a harmless hulk. Her work finished in Port Chalmers, the *Prince of Wales* returned to Wellington, where the Blackball Company utilized her as a coal hulk, later being acquired by her present owners."

LOUIS

By FRANK H. GEDDES, Winnipeg

WHEN I saw Louis for the first and last time it was a perfect May day, one of those days when you could wish for nothing better than to sit and dream, watching the clouds and sky, listening to the birds. In the distance, some three miles off, you knew the mighty river Saskatchewan was flowing on, and, almost, you fancied you could hear it. A blue haze hung over the landscape. There was a forest fire burning out nearby.

We were busy taking stock when Louis arrived, his moccasined feet scarcely making a sound.

"Bo' jour, m'sieux!"

We turned round, and Louis extended a tanned, gnarled hand for us to take.

"This is Mr.———, Louis. He's come up from Saskatoon to close the post."

Louis looked at me.

"You spik French?"

"A little," I replied, "but it's a long time since I used it."

He still looked at me. He couldn't understand it.

"The post, she is close?" he said. "She been here long tam, lak me, heh?"

He nodded his grey head, stroking his long white beard, his clear eyes rather dreamy. He was thinking back to the old days when he was young and the equal of any man. Paddle! He knew how. And many a time he'd taken a canoe load of freight down the river. And pack! In his time he'd carried record loads across the portage. But now—. The post was to be closed, and one of the last links that he knew with the Company was going.

He couldn't understand why a clean-shaven young man should be sent for this work. He looked up for a moment and out of the door as if he expected to see a chief factor of the old days come in.

He straightened himself like an old warrior who has had a shock and must face it bravely.

"Bo' jour, m'sieux."

"Bon jour, Louis."

Again we shook hands, and Louis left us.

We followed him to the door and watched him passing down the trail for Kinistino, his shoulders slightly bent, his arms hanging, steadily moving with a half trotting, half walking gait. At the bend in the road he turned and looked back. The sun caught him as he stood for a moment, moccasined, buckskin clad, a figure of the past. Then he went on, lost to sight behind the trees, and we turned to our stock again.

Three Prairie Folk-Songs

Recorded by
MARY WEEKES

THE cowboys of the cattle ranges had their laments, the fisher-folk of the Maritimes their chanteys, the lumberjacks, les raftsmen or les voyageurs, their vigorous chansons, but the traders and buffalo hunters of the Canadian plains had their own folk-songs.

These buffalo hunters who went into the Saskatchewan country, outfitted with goods to trade with the Indians for furs and to hunt buffalo themselves, were an artistic, as well as a religious, light-hearted and courageous people.

As they travelled, they sang. When the brigades started out from Fort Garry for the prairies, the appointed leader or captain of the brigade lifted his voice in a high clear note. The tune rang down the long swaying line of Red River carts and straightway the voices of the voyageurs drowned the fearful creaking of the wooden cart-wheels.

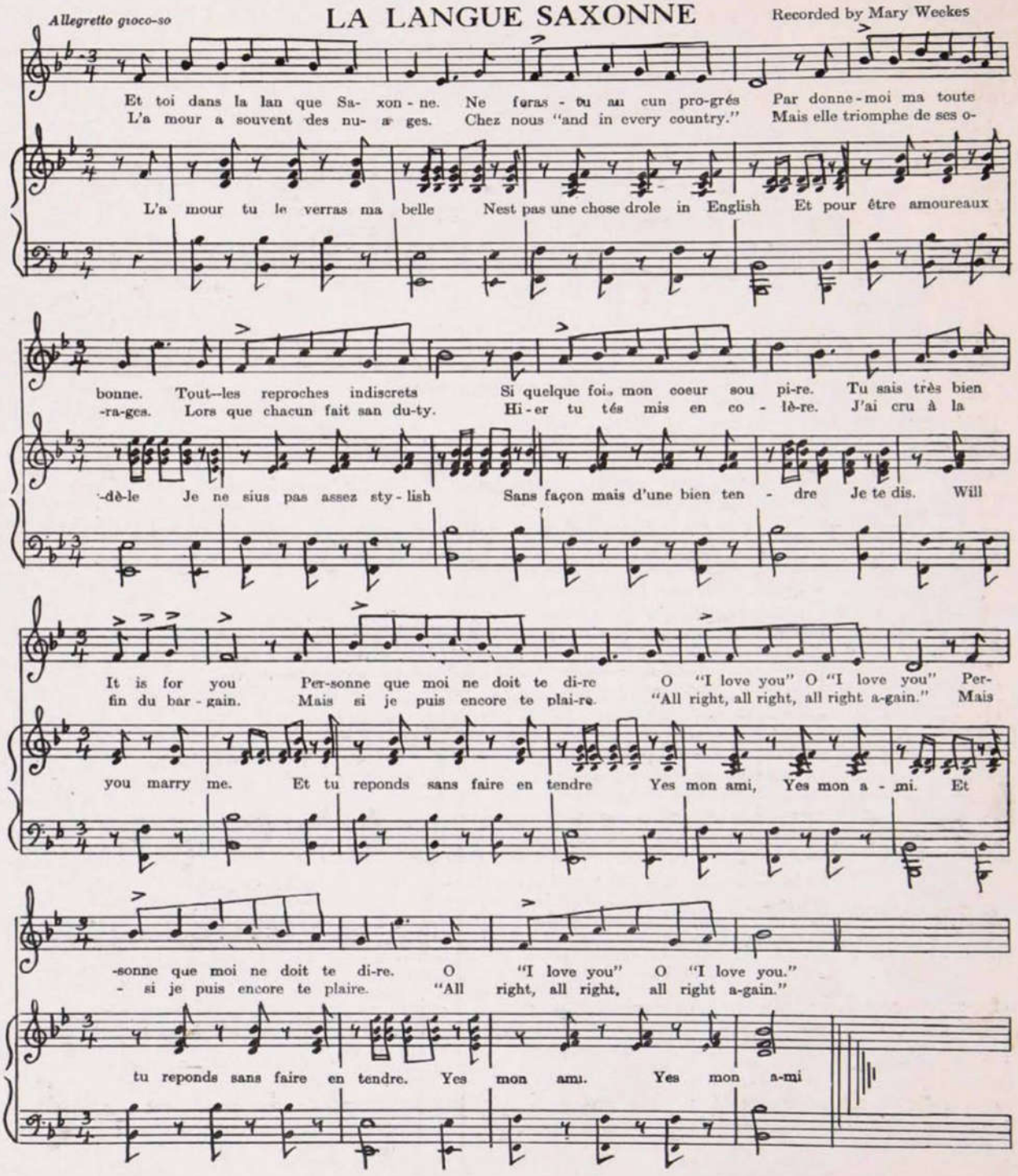
These songs originated around the camp fires on the open prairie where the hunters and their families met in community life after perilious buffalo hunts, or at holiday festivities held in wintering houses in the heart of the Indian country. Their work for the day finished, those who had a special gift for story or song composed the ballads. First a tune was chosen, then lines to record joyful or bitter experiences were interjected to fit the air. They paid great attention to chorus singing.

The three songs presented from a group of twenty were sung into an Ediphone machine by Mrs. Welsh at the direction of the old hunter Norbert Welsh. From these records the musical transcriptions and English translations were made.

I wish to acknowledge my indebtedness to Dr. Marius Barbeau, National Museum of Canada, for the musical transcriptions of one or two of the songs, and to Mr. H. P. Thompson, manager Ediphone Company, Regina, for the use of the machines for recording these songs.

LA LANGUE SAXONNE

Allegretto gioco-so

Recorded by Mary Weekes

Et toi dans la lan que Sa- xon - ne. Ne feras - tu au cun pro-grés Par donne-moi ma toute
L'a mour a souvent des nu- a ges. Chez nous "and in every country." Mais elle triomphe de ses o-
L'a mour tu le verras ma belle Nest pas une chose drole in English Et pour être amoureaux
bonne. Tout--les reproches indiscrets Si quelque fois mon coeur sou pi-re. Tu sais très bien
-ra-ges. Lors que chacun fait san du-ty. Hi-er tu tés mis en co - lè-re. J'ai cru à la
-dè-le Je ne sius pas assez sty - lish Sans façon mais d'une bien ten - dre Je te dis. Will
It is for you Per-sonne que moi ne doit te di-re O "I love you" O "I love you" Per-
fin du bar - gain. Mais si je puis encore te plai-re. "All right, all right, all right a-gain." Mais
you marry me. Et tu reponds sans faire en tendre Yes mon ami, Yes mon a - mi. Et
-sonne que moi ne doit te di-re. O "I love you" O "I love you."
- si je puis encore te plaire. "All right, all right, all right a-gain."
tu reponds sans faire en tendre. Yes mon ami. Yes mon a-mi

Recorded by Mary Weekes

LES CHEVEUX BLANCS

MODERATO

INTRODUCTION

Pe-tits en-fants jun-ant
Pe-tits en-fants qui a

dans la prai-ri- e
-vez une mè-re

Cou-rez chan-ter au doux par-fum de fleurs Profitez bien du printemps de la
Qiu tons les soirs près de vo-tre bereeau Addresseau ciel pour vous u-ne pri-

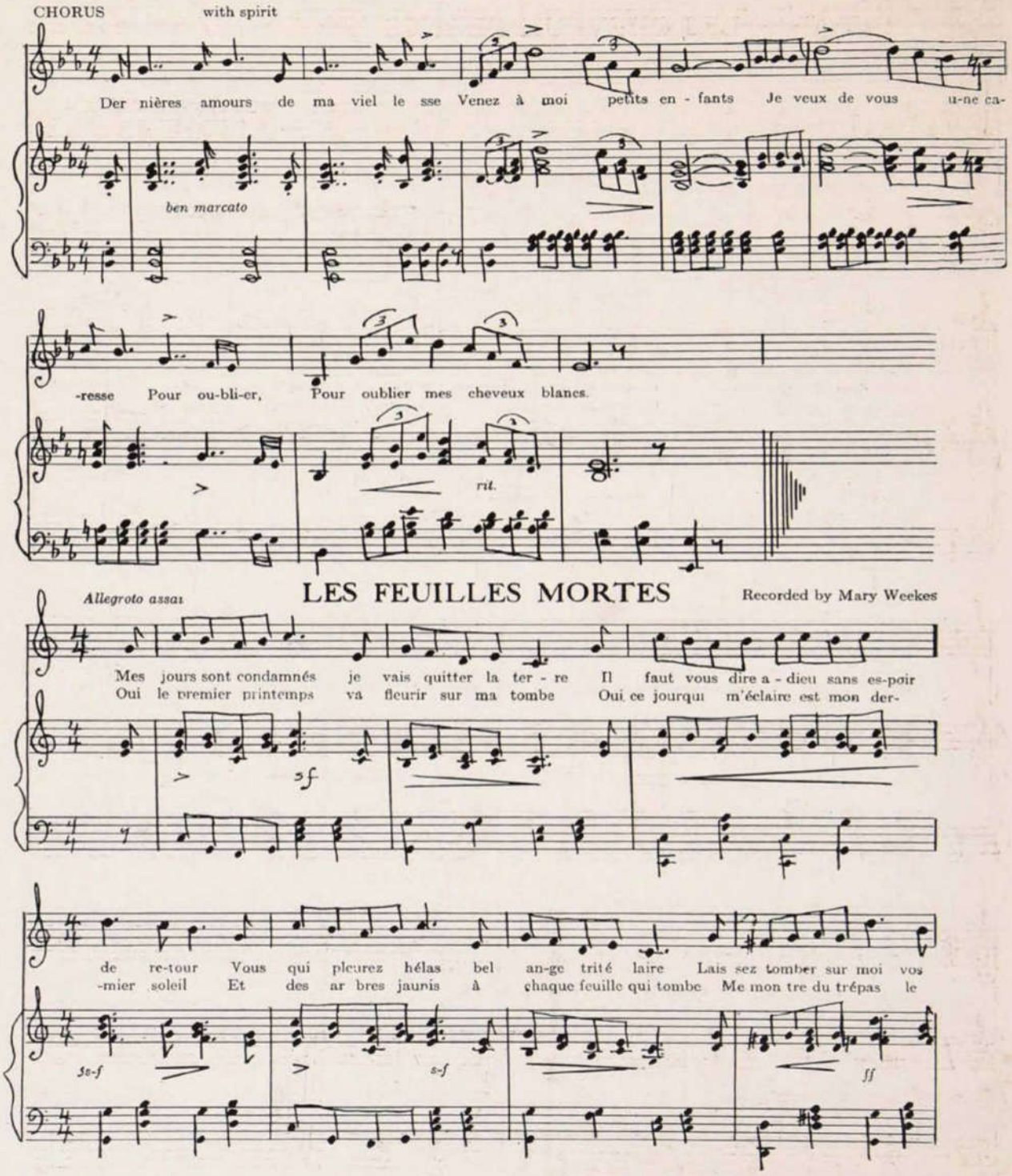
forte

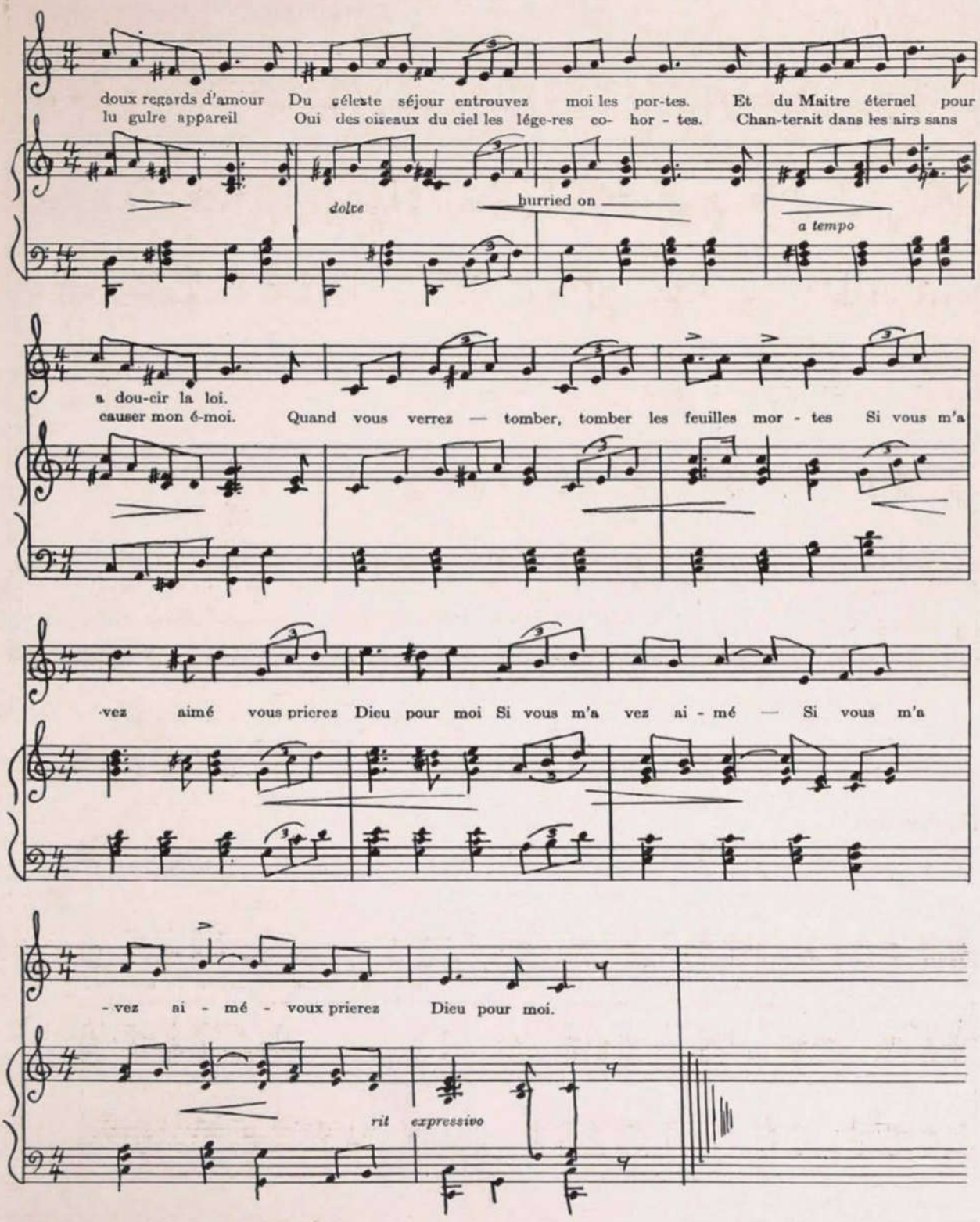
vi-e Pour toutee-la vous verserez des pleurs Quoi que bien vieux j'ai le coeur plain de lar mes
-è- re Ai-mez la bien la même jusquau tombeau En vieillissant soyez bon chari - table

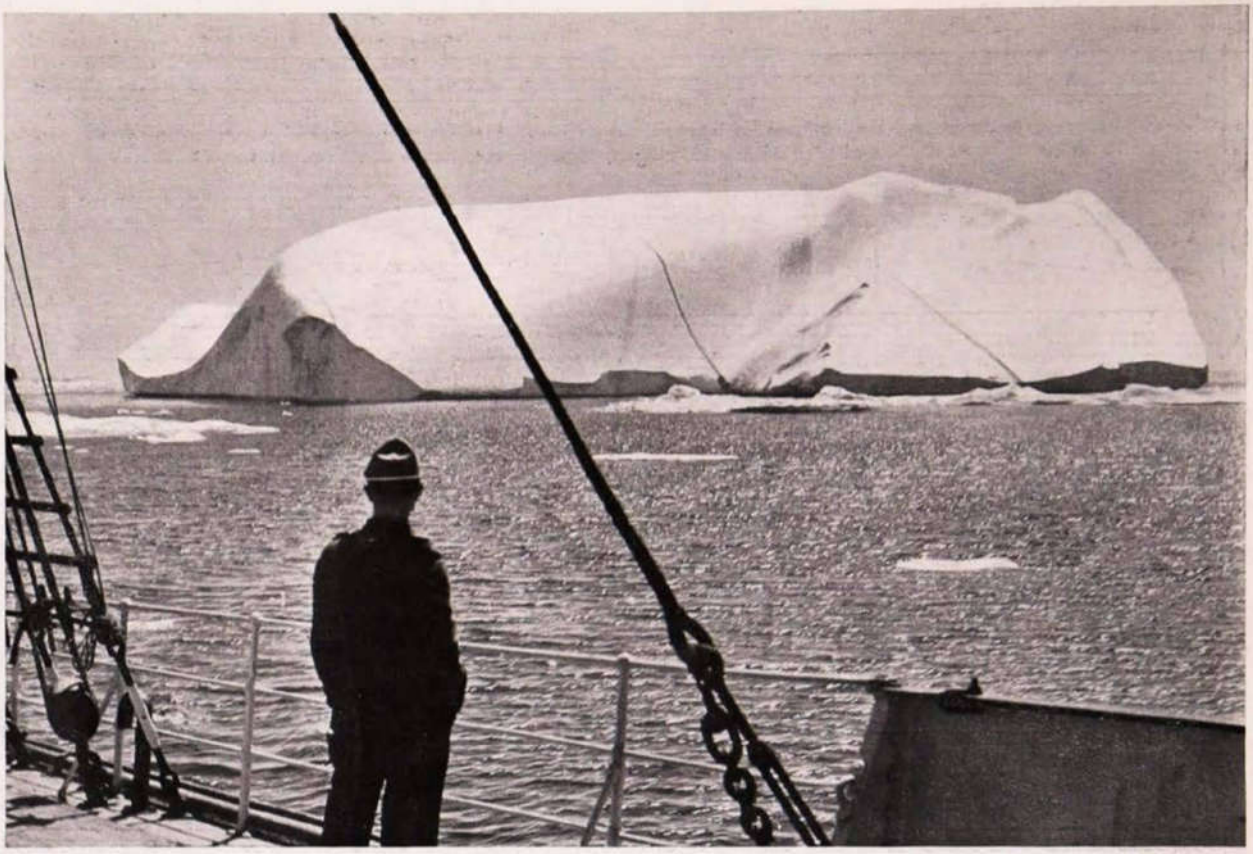
sf

Permettez moi d assister à vos jeux Pour un veillard outragé tant de charmes Oui pour ce la je me sens plus heureux
Au mal heureux prodi-gez du se-cours O qu'il est pieux d'assis-ter ces sem bla-bles Oui tou ce la embel-lit mes vieux jours

s-f forte


CHORUS
with spirit
Der nières amours de ma viel le sse Venez à moi petits en - fants Je veux de vous u-ne ca-
ben marcato
-resse Pour ou-bli-er, Pour oublier mes cheveux blancs.
rit.
Allegroto assai
LES FEUILLES MORTES
Recorded by Mary Weekes
Mes jours sont condamnés je vais quitter la ter - re Il faut vous dire a - dieu sans es-poir
Oui le premier printemps va fleurir sur ma tombe Oui ce jourqui m'éclaire est mon der-
sf
de re-tour Vous qui pleurez hélas bel an-ge trité laire Lais sez tomber sur moi vos
-nier soleil Et des ar bres jaunis à chaque feuille qui tombe Me mon tre du trépas le
sf
s-f
ff


doux regards d'amour Du céleste séjour entrouvez moi les por-tes. Et du Maitre éternel pour
lu gulre appareil Oui des oiseaux du ciel les lége-res co- hor - tes. Chan-terait dans les airs sans
dolce
hurried on
a tempo
a dou-cir la loi.
causer mon é-moi. Quand vous verrez — tomber, tomber les feuilles mor - tes Si vous m'a
-vez aimé vous prierez Dieu pour moi Si vous m'a vez ai - mé — Si vous m'a
- vez ai - mé - voux prierez Dieu pour moi.
rit expressivo



Books

Northwesters

"Five Fur Traders of the Northwest—Peter Pond, John Macdonell, Archibald N. McLeod, Hugh Faires and Thomas Connor;" edited by Charles M. Gates; published 1933, University of Minnesota Press (in Canada, Ryerson Press, Toronto); 298 pages; $4.25.

THIS excellent book has been put together and edited with the thorough scholarship and regard for history which has become characteristic of the approach to the fur trade by recent American students of research. It has not the same racy narrative quality as Sir George Simpson's Journal, edited by Merk and published by Harvard, but it is edited with the same genuine feeling for the subject as a whole. Useful, informative foot-notes and introductory matter which really introduces each of the journals are the framework into which the writings of these five fur traders are set. With the exception of Peter Pond, the semi-literate, half hero, half villain of his time, the men whose daily jottings are reproduced in this book were obscure traders of the Northwest Company. They were neither celebrated explorers nor administrators, yet the significance which the editors place upon the details of these comparatively obscure fur traders may be taken as some slight indication of the interest which will be aroused by the appearance of much more interesting material from the archives of the Hudson's Bay Company now that accredited historians are being given access to this, the greatest of collections of fur trade manuscripts.

The four diaries published in this volume are from the Masson papers, now owned partly by McGill University and partly by the Public Archives of Canada. Their survival is due largely to Roderic Mackenzie, a cousin of Sir Alexander Mackenzie. Roderic was active in the Northwest Company during the height of its power. He it was who established Fort Chipewyan in 1788 (and whose books from that post are now preserved in Hudson's Bay House, Winnipeg). Shortly after the Northwest-X.Y. merger, Roderic retired to Montreal and planned to write a history of the fur trade. In 1806 he sent a printed circular and letter to many of his old associates among the wintering

partners requesting material, and these four diaries were among the papers he received. Roderic Mackenzie's history was never published, but much of his material was preserved in the Masson papers.

Peter Pond's narrative is the only surviving section of an autobiography which he undertook to write when he was past sixty. Pond was born in Connecticut in 1740. He fought with some distinction against the French and received a commission in Amherst's army in 1760. From 1765 to 1775 he was a free trader in the Michigan and Upper Mississippi country. He then moved into the Northwest, and after two winters on the Saskatchewan river in competition with Hudson's Bay Company, he moved into the Athabasca country. He was associated with McTavish and Frobisher and was one of the most aggressive in the skirmishes and violence which marked the bitter competition of the time. Pond at one time held twenty shares of Northwest Company stock, selling them later, however, to William McGillivray for eight hundred pounds. Pond was the first to cross Methye portage into the Mackenzie River basin, thus laying the foundation for exploration of the Western Arctic and the Peace river. His fighting temperament and outbursts of violence have always implicated him in the deaths of Ross and Waden, although Professor Innis, in his study of Peter Pond, discounts the suggestion. In any case, Peter Pond lived strenuously and made fur trade history. Only a portion of his manuscript narrative is in existence, and it is published in this volume. Unfortunately, it does not cover the most vigorous days of his career, but there is much which reveals his character and is of historic interest.

John Macdonell's diary is the record of his first trading trip at the age of twenty-five with the Northwest Company. He left Lachine on 10th May, 1793, and arrived at his post on the Qu'Appelle river in October. Of his later career, it is known that he served in the war of 1812, retired to Point Fortune near Vaudreuil in the province of Quebec and became a judge of the Ottawa district.

A. N. McLeod's diary gives a detailed picture of life in the Northwest Company's Fort Alexandria from November 1800 to June 1801. His post at the period of this diary was nine miles from a Hudson's Bay Company post at the Elbow of the Assiniboine, and his opinion of the character and ability of a Mr. Sutherland who was in charge are pungent and far from complimentary. McLeod was a fighter. He was instrumental in breaking up Fort Wedderburn, a Hudson's Bay Company post near Chipewyan, and following the Seven Oaks affair was placed in charge of Fort Douglas. He retired in 1821.

Hugh Faires' diary records activities at the Rainy River post of the Northwest Company from July 1804 to May 1805. It is one of those day-to-day records of a fur trade clerk which might make dull reading for the uninitiated but is so crowded with close parallels to the fur traders' journals of today that it comes as a sharp reminder of the notable similarity of living and trading conditions then and now.

Of Thomas Connor little is known. An Englishman in the Fond du Lac department of the Northwest Company, his diary of the winter of 1804-5 describes his arrival at Cross Lake and the building of a post on the Snake river. During the winter word arrives that the Northwest and the X.Y. Companies have merged, but Connor only redoubles his efforts to secure the business from his X.Y. neighbour and competitor.—*D.M.*

Mapping Uncharted Labrador

"The Land God Gave Cain," by J. M. Scott; published by Chatto and Windus, London; 282 pages; $3.75.

IF you have read "True North" (reviewed in the December *Beaver*) you will, in this book, meet some old friends, the Baikies, Goudies, Micheleins, etc., and traverse some familiar haunts of Elliott Merrick and his wife.

It is an account of an expedition undertaken by three young Englishmen to map some of the hitherto uncharted regions back of Northwest river.

To the average reader it is a little difficult to understand what practical use the work undertaken can be to posterity, but very often such work, looked at in retrospect, is of far greater value than is realized at the time of execution.

The last chapter is written entitled "Retrospect," and in this the author explains at some length the reasons for the expedition and what it accomplished. Even after reading this chapter one wonders if the hardships endured were worth the results accomplished.

The book is written in a somewhat humourous vein, and many dangerous and unpleasant occurrences are told in this manner, which adds to the readability of the book to some extent.

There is more account of actual travelling than in "True North," but somehow the author seems to miss the fascinating touch of Merrick in describing the country, and especially the inhabitants. It is more of a personal narrative of his leader Gino Watkins and himself, their feelings, thoughts and actions, and does not deal with the every-day life of the trapper which makes such absorbing reading.

It tends to show that the adventurous spirit which helped to expand the British Empire, and incidentally was instrumental in the founding of the Hudson's Bay Company, is not dead amongst the younger generation in England today, although the "adventuring" now be not for fur, but maps.

No doubt, owing to very infrequent use, the spelling of northerly place names seems to be left to the whim of the author. This is a little confusing, especially when the only similarity in the spelling is the sound.

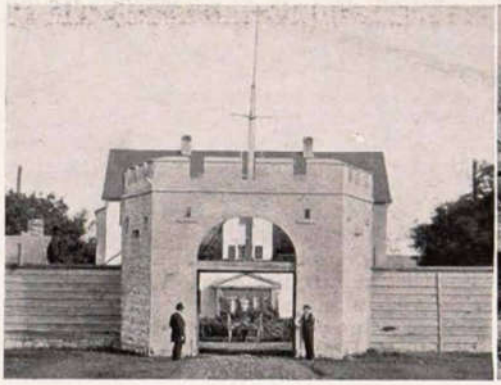
To any one who likes accounts of bald hardships, the ways of husky dogs, the thoughts and ambitions of English university graduates, this book will have some appeal; to men of the Hudson's Bay Company, who know the country, it may bring back happy (or unhappy) memories; but to the average reader, it is a little too much repetition of the same thing.—*R.P.*

The Old Gateway Dozing in the September Sunshine, 1933

FORT GARRY

WINNIPEG

Fort Garry was built in 1835 by Governor Alexander Christie and till 1870 it was the seat of government in Rupert's Land. In 1882, the land boom year, the Fort was demolished, only the north gateway being preserved, which, with its surrounding land, was presented to the people of Winnipeg.

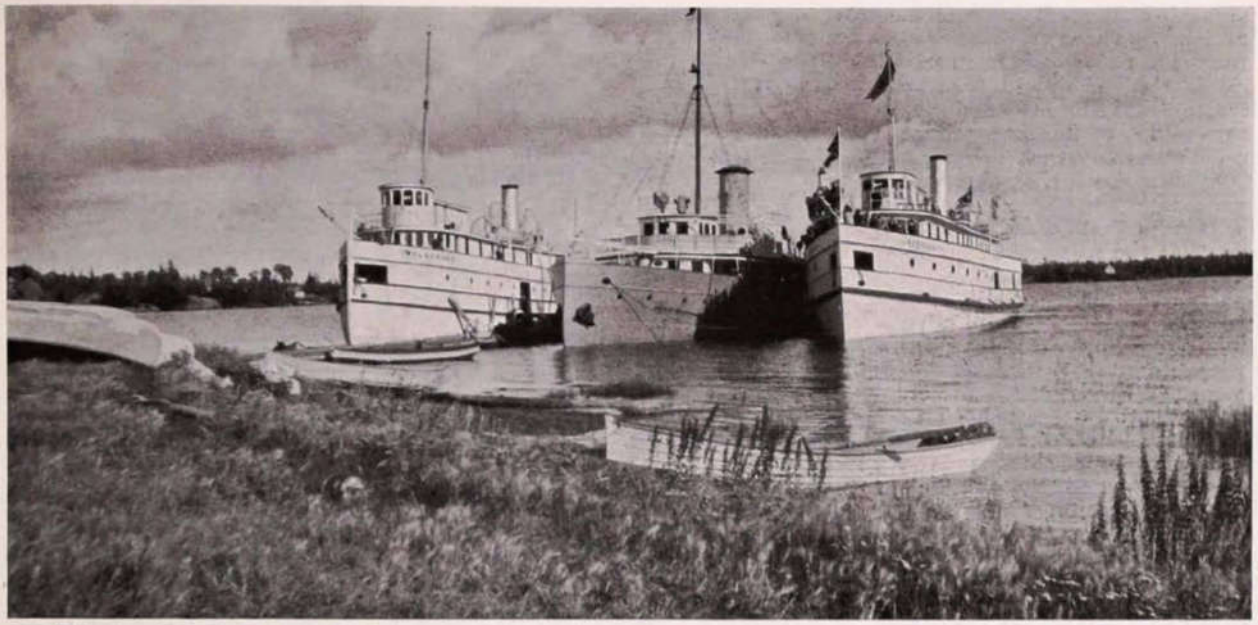


The Gateway and Governor's Residence, 1880

The Fort in Relation to Modern Winnipeg

Governor's Residence Within the Walls (Courtesy Mr. H. S. Seaman)

From the Northeast in 1880



S.S. Wolverine, S.S. Bradbury, and S.S. Keenora at Berens River

Some Ships and Sailors of Lake Winnipeg

By D. PATERSON
Berens River Post, Manitoba

ONLY we of the Hudson's Bay Company who have at some time or other spent part of our service at Berens River post can really appreciate what a thrill it has given us to watch the ships come steaming in to our dock.

The *Wolverine* is now becoming a memory. This good old ship carried for years the supplies for the old Keewatin district posts, namely: Berens River, Little Grand Rapids, Deer Lake, Norway House, Island Lake, Oxford House, Cross Lake, and God's Lake. The old ship is now in dry dock at Selkirk and most likely will never again weather a storm of Manitoba's famous lake. The arrival at Berens River of this ship was something to look forward to. The officers—Ed. Nelson (captain), Barney Goodman (mate), and Tom Peers (purser)—were always courteous and friendly. It is with a feeling of regret that we think of the good fellows who manned this vessel. Some of them we see quite often, others occasionally, and some we will never see again.

The government ship *Bradbury* was always a general favourite with us, but not so with those who made a habit of breaking the fishery laws. This beautiful ship was built in Sorrel, Quebec, and saw service in the east before being shipped to Lake Winnipeg. She was equipped with a fish hatchery, and did excellent work in this connection, and also as an ice-breaker. She was always the first to arrive in Berens River in the spring, and, although there was ice everywhere, we knew summer was here when we saw the *Bradbury* break a channel through the ice. The officers of this ship when I first saw her were: Humphrey Bryan, captain; Chas. Perry, mate; and Ed. Maloney, engineer. A better trio of ship's officers it would be hard to find anywhere. The command afterwards changed hands and Percy Pearson took over. He was as much a favourite as had been his predecessor. The *Bradbury* was taken over by the Government of Manitoba from the Dominion when the province took over the natural resources. The passing of this beautiful ship as a government owned craft is now near at hand. The ship has been lying at Selkirk for over a year and is now up for sale. We hope that she will again ply the waters between Selkirk and Berens River.

The *Grand Rapids*, owned by the Manitoba Transport Company, is another good old ship that has weathered many a severe storm on Lake Winnipeg. Some say she is the sister ship of the *Wolverine*. Built like the *Wolverine*, she has, at a distance, deceived many who have known them both for years. This ship is used for the purpose of

carrying fish from the lake to Selkirk. She usually carries a number of passengers each trip and is well equipped for the service. I have had the pleasure of travelling on her many times and I must say that I was always surprised that I could never detect the smell of fish. This is probably due to the fact that the fish are well stored away on ice, and are always fresh. The officers of this ship are always courteous and obliging. They are: Joe Sigurdsson, captain; Frank Marsh, mate; and Fred Tinley, purser.

The last, but not by any means the least, of Lake Winnipeg's famous ships is the *Keenora*, owned by the Selkirk Navigation Company. This ship has a steel hull, which, by the way, was built on the Clyde, Scotland, and is adequately equipped for freight and passenger service. The *Keenora* now carries all the freight for the Company's posts formerly handled by the *Wolverine*. She also carries the mail, and on that account is the most looked-forward-to ship on the lake.

Purser Peers, Mate Sigurdsson, and Captain Hokanson of S.S. Keenora

The master, Captain John Hokanson, is without a doubt the most popular skipper on the lake. The mate, Stanley Sigurdsson, is a brother of the captain of the *Grand Rapids* and, like his brother, is always courteous and friendly. The purser, Tom Peers, is the general favourite, not only with the people of the lake but with the tourists. We must not forget at this point the well-known figure of Captain T. Pollock, manager and part owner of the Selkirk Navigation Company. A pioneer skipper of the lake, his efficiency as a captain is not in doubt when we look at the men he picked as officers and crew of the *Keenora*.

It is possible that we do not show our appreciation of the many services, personal and otherwise, that we have received at the hands of these good fellows, but when the long winter sets in and we sit around the old stove we often discuss their sterling qualities and look towards an early spring and an early arrival of the ships.

Chipewyan, Lake Athabasca (Photo R.C.A.F.)

Fur Trade Conference, Hudson's Bay House, November 27-29, 1933. Names, left to right—Standing: J. Cantley, H. P. Warne, S. H. Parsons, W. Black, W. O. Douglas, R. H. G. Bonnycastle, M. Cowan, W. E. Brown, E. W. Fletcher, J. Le M. Jandron, W. M. Conn; seated: G. Watson, A. B. Cumming, J. Bartleman, Ralph Parsons (Fur Trade Commissioner), R. A. Talbot, H. Conn, J. W. Anderson, H. G. Reid.

THE FUR TRADE

Commissioner's Office

AMONG our visitors from out of town during the past quarter have been Bishop Fleming and O. R. Rowley, honorary secretary of the Arctic diocese; C. C. Parker, of the Indian Department, Ottawa; A. Fraser, of New York; Jean Revillon, of Revillon Freres, Paris; W. C. Sigerson, of Canadian Airways, Montreal; Father Lefebvre, of the Roman Catholic mission; A. L. Cummings, of Dominion Lands Administration, Ottawa; C. Landeau, of Montreal; and Mrs. H. M. S. Cotter, of The Pas.

The annual Fur Trade Conference was held at Hudson's Bay House, Winnipeg, from 27th to 29th November, inclusive. Mr. R. J. Gourley, of the Canadian Committee, presided at the opening and the proceedings were carried on under the chairmanship of Mr. Ralph Parsons, Fur Trade Commissioner. Those who attended the conference were: J. W. Anderson, J. Bartleman, R. H. G. Bonnycastle, Hugh Conn, M. Cowan, A. B. Cumming, S. H. Parsons, R. A. Talbot, George Watson, W. Black, W. E. Brown, J. Cantley, W. M. Conn, W. O. Douglas, E. W. Fletcher, J. Le M. Jandron, H. G. Reid and H. P. Warne.

Concurrent with the general conference, a conference of the Fur Trade depots' managers was also held at Winnipeg, those attending being W. Nairn, J. Poitras and A. Bruce, of the Winnipeg depot; W. Watson, Edmonton, and L. A. Graham, Montreal.

On the evening of 29th November, after the conferences had been brought to a very successful conclusion, those attending were the guests at dinner of the Canadian Committee, when a most enjoyable evening was spent.

The Fur Trade Commissioner made an extended tour of inspection of the eastern branches during the latter part of last year and the early part of this. The principal places visited were Montreal, Quebec, Toronto, Ottawa, North Bay, Halifax, St. John's, Newfoundland, and the McLure & MacKinnon silver fox farms on Prince Edward Island. The business of the line posts between North Bay and Winnipeg were also discussed with the post managers as they were met en route.

H. P. Warne visited the western fur purchasing agencies before going east to proceed to London, England, to attend the Company's January fur sale. He is expected back late in February.

R. Wardrop has been transferred from Prince Rupert fur purchasing agency to Anchorage, Alaska. His place at Prince Rupert has been taken by C. G. Stevens from the Vancouver agency.

P. Mehmel attended the New York fur sale in the middle of February.

W. O. Douglas made an extended tour of the eastern provinces during December and January interviewing fur farmers and others with furs to market. Recently he successfully underwent an operation at the Winnipeg General Hospital and has now almost fully recovered.

J. Courtney, of the Winnipeg depot, is now on the road to recovery after a prolonged illness and expects to be back at work again soon.

J. Jandron and W. Black each visited a number of the line posts in the Superior-Huron and St. Lawrence-Ungava districts. The latter also visited Vancouver and Edmonton in connection with the buying arrangements for British Columbia district.

Captain T. F. Smellie has been transferred from Edmonton to Winnipeg and is now attached to the staff of the Fur Trade Commissioner's office.

At the International Fur Fair held at Winnipeg December 4 to 9, twelve cups presented by the Hudson's Bay Company were awarded as follows:

Mink—Grand champion, A. Hole, Rennie, Man.; champion adult male, All Star Ranch, Winnipeg, Man.; champion adult female, D. S. Pallen, New Westminster, B.C.; champion pup, male, A. Hole, Rennie, Man.; champion pup, female, G. W. Horne, Winnipeg, Man.

Silver Fox—Grand champion, S. Klintberg, Bird's Hill, Man.; champion adult male, S. Klintberg, Bird's Hill, Man.; champion adult female, L. B. Pollock, Keswick, Ont.; champion pup, male, L. B. Pollock, Keswick, Ont.; champion pup, female, Mr. McIntyre, Belmont Fur Farms, Edmonton, Alta.

The fisher and marten trophies were awarded to animals brought from the Company's fur farm at Cartwright.

The sympathy of the Fur Trade staff is extended to R. B. Job, of St. John's, Newfoundland, and to W. Ware, retired district manager of British Columbia, both of whom were recently bereaved of their wives. The sympathy of the staff is also extended to Miss Macauley, Fur Trade Commissioner's office, who lost her mother recently.

We culled the following from a recent issue of the Charlottetown *Guardian* regarding the McLure & MacKinnon silver fox farms, in which the Company has a large interest:

"McLure & MacKinnon Silver Fox Farms Limited, Charlottetown, are shipping by Canadian National Express to Hudson's Bay Company, London, England, today twenty-nine cases of silver fox pelts totalling 670 skins, valued at $30,-500. They are pup pelts, excepting twelve adult pelts. Upwards of 200 adult pelts had previously gone to the November and December sales.

"The past year has been one of the most successful in the history of this company.

"It starts the season of 1934 with 412 mated pairs and expects to raise from these between 1,100 and 1,200 pups. The breeding stock kept has been very carefully culled over and are the best average quality since the inception of Vimy Ranch in 1919.

"The ranch manager, Fred W. Andrew, has been in charge of the Vimy Ranch since it was built in the autumn of 1919, and his faithfulness and attention to duty have been factors in its success. Assisting him is a capable staff of long experience, some of them with almost as much length of service as Mr. Andrew. They are Eddie Shaw, Eddie Ryan, Louis Wheatley, Harry McAusland, Henry Vagt and Night Watchman Karl Dahl."

British Columbia District

Among the recent visitors to the British Columbia district office were: Mr. R. Gourley, member of the Canadian Committee; Mr. P. A. Chester, General Manager; Mr. R. Parsons, Fur Trade Commissioner; Messrs. H. P. Warne, L. F. Pearce, A. H. Doe; Mr. C. H. French, ex-Fur Trade Commissioner; Mr. A. N. Mouat, at one time chief inspecting officer of the Hudson's Bay Company, and later attorney-general for the Province of British Columbia. Mr. Mouat called to renew old associations before leaving on a three years' travel holiday around the world.

The district manager, A. B. Cumming, left on 24th November to attend the Fur Trade Conference in Winnipeg, and on the return journey visited Fort St. James, Hazelton and Kitwanga. He left Vancouver again on 2nd February on a further inspection trip to some of the posts.

W. S. Russell, manager of Hazelton post, spent a few days at the district office at the end of November, chiefly in connection with buying goods.

Old Fort outpost, on Babine lake, has been raised to the status of a post, John Fleming remaining in charge.

An outpost was opened in November at Bear Lake, some eighty miles north of Tacla post. This new venture is in the care of P. B. Hepburn, and we wish him every success.

Apprentice Burley M. Smith has been transferred from Telegraph Creek to Tacla post.

We much regret to learn of the death of Fred. Irwin, fur buyer for Revillon Freres, in Vancouver on Wednesday, 7th February. Mr. Irwin had many friends in the Hudson's Bay Company, the acquaintance extending over a period of many years.

Our deepest sympathy is extended to Mr. Ware, former district manager, and to his family, upon the death of Mrs. Ware in Vancouver on 10th February.

Exceptionally cold and stormy weather was experienced in the north of British Columbia in December, which has made trapping difficult. Moose and wolves are reported plentiful in the country around Telegraph Creek and Dease Lake.

Mackenzie-Athabasca District

The buildings in connection with the new post, to be known as Fort Dease, in Cameron Bay on Great Bear lake were completed in October, and business is now in full swing under the charge of A. Reid, formerly of Fort Liard post.

A radio station was established at Fort Chipewyan during the past summer and there are now radio or telegraphic stations at the following posts in the Mackenzie-Athabasca district: Fort Norman, Fort Simpson, Fort Rae, Fort Resolution, Fort Smith, Fort Chipewyan, Fort McMurray, Keg River, Fort Vermilion, Fort St. John, Hudson's Hope, LeGoff, Cold Lake and Fort Dease, Great Bear Lake.

Jas. Brodie, from the Peace River section, was transferred to the charge of Rocher River post on Great Slave lake in October, 1933, relieving T. C. Dunn, who retired from the service.

W. R. Garbutt was transferred from Snowdrift to the charge of Fort Resolution, and Louis Roy

from Fort Resolution to Snowdrift, during the summer.

M. V. Morgan, formerly in charge of Fort Wrigley post, was transferred to the charge of Hay River post, replacing A. F. Camsell, who has taken charge of Fort Norman post, and Fort Wrigley post is being filled by S. S. Mackie from Fort Providence.

A. H. Russell, of Hudson's Hope, exchanged places with Robt. Walker, of Fond du Lac, in July, and Robt. Walker proceeded to Hudson's Hope in September.

Wedding bells were ringing at High Prairie, Alberta, on 22nd September, when D. M. Cuthill, of Sturgeon Lake post, was married to Miss Marion MacDonald, of Moose Jaw.

Congratulations to Mr. and Mrs. Foreman, of Cold Lake post, on the birth of a son on 17th November. The little fellow has been named "Neil," and Mr. Foreman is very proud of the fact that he weighed seven pounds ten and three-quarter ounces at birth.

Mr. T. W. Flyn Harris, formerly Indian agent at Fort Good Hope, but now retired on pension and residing at Cold Lake, Alberta, was a visitor to the district office in November.

A new dwelling house was built at Sturgeon Lake and completed in September, D. M. Cuthill, the post manager, taking an active part in the construction.

A. M. McDermott, of Fort Fitzgerald post, is very proud of his new store, which was completed in September.

At Wabasca post, under the direction of H. J. Gallagher, the post manager, a new store and dwelling house is being erected, the bulk of the work being carried out by the staff. At the time of writing the dwelling house is completed, but the store will not be completed and in readiness for occupancy until the spring. Mr. Gallagher is to be complimented on the good work he has put in on these buildings.

D. W. J. McMullen, of Whitefish Lake post, spent his furlough in England, and returned to Canada in January.

Denis Roberts, of the district office staff, is at present on furlough in England visiting his mother, who is in poor health. Geo. S. West, of the Transport Department, is relieving Mr. Roberts at the district office.

The district manager, J. Bartleman, visited LeGoff and Cold Lake posts before Christmas, and since 1st January has visited Keg River, Fort Vermilion, Upper Hay River, Little Red River, Whitefish Lake, Sturgeon Lake, Fort St. John and Hudson's Hope, conditions at all of these points being reasonably good, as moose and deer are fairly plentiful and foxes show a considerable increase as compared with the past few years.

It is with deepest regret that we record the death, at Edmonton on 22nd November, of John Ross, aged sixty-nine years. The deceased was born at Fort Vermilion, Alberta, and was the son of the late Roderick Ross, at that time in charge of Fort Vermilion post. Mr. Ross was in the service of the Hudson's Bay Company for a number of years, serving in the Athabasca, Mackenzie River and British Columbia districts. His service was somewhat broken and he last left about five years ago.

O. Rheaume, who has been temporarily in charge of Whitefish Lake post during the past few months, is being transferred as assistant to the Peace River fur purchasing agency in February.

One of the buildings at our Fort Rae post, rented to the Royal Canadian Corps of Signals, was totally destroyed by fire on 30th December, 1933, and unfortunately one of the radio officials, Corporal Wm. Lang, was burned to death. The deepest sympathy is extended to his relatives.

Through an oversight, we previously omitted to mention in *The Beaver*, and her many friends will be pleased to hear, that Miss Margery Rule, of the district office staff, was married at Edmonton to Wm. Mallen on 22nd August last. On the occasion, Mrs. Mallen was presented with a beautiful walnut tea-wagon, contributions to which were made by the Company, the Mackenzie-Athabasca district office staff and friends in other departments. Mrs. Mallen resides in the Villa Joie apartments at Edmonton.

Mackenzie River Transport

The department is looking forward to the opening of what it anticipates will be the busiest season of navigation since the hectic days of 1929. A very artistic and interesting schedule of sailing, "To the Arctic and Great Bear Lake 1934," has been issued. The folder, in addition to giving full particulars of the department's services, describes briefly the historical, geographical and geological story of the vast area served by our vessels, and comments on the excellent work done by government departments and missions. The activities of the Transport and the potentialities of the North are shown pictorially in a series of fine photographs.

The freight for Western Arctic district posts will this season be shipped down the Mackenzie river and arrangements are being made for M.T. *Pelly Lake* to deliver it to a base to be established at Tuktoyaktuk Harbour on the Arctic Ocean.

The staff this season will show a number of additions and alterations to that of 1933, but each one, we are sure, is anxious to give of his best to make 1934 the most successful year yet.

The sympathy of the Company and staff is extended to M. L. Ryan and his children in the death of Mrs. Ryan at Fort Smith on 21st January. Mr. Ryan is now in Edmonton on a business visit.

The staff was grieved to hear of the New Year tragedy at Fort Rae, when, in the fire which destroyed the radio station, Corporal W. C. Lang lost his life.

We regret that at the time of writing H. N. Petty is confined to his home by illness. We are pleased to know that there is an improvement each day and hope that he will soon be fully recovered. Captain W. H. Alexander was also an invalid for a spell this winter, but we hope he is now ready for the summer. Mrs. George King has been in hospital

for three weeks, but is now at home and feeling much better.

Mr. and Mrs. A. T. Penhorwood and baby daughter spent Christmas in Winnipeg. Mrs. Penhorwood has not yet returned to Waterways.

J. A. Davis arrived in Winnipeg during January.

Visitors welcomed to the office during the winter included Bishop Fleming, Bishop Breynat and Father Lefebvre, Colonel C. D. H. McAlpine, and Messrs. Gilbert Labine, Austin L. Cumming, Wm. Toone, A. T. Penhorwood, Chris. Ozal, K. Y. Spencer.

Colonel H. G. Reid visited Edmonton in January, and Ottawa, Montreal and Toronto during February.

Western Arctic District

Since the last issue of *The Beaver* William Gibson has visited the fur warehouse in London for a short course in grading. He reports having had a very instructive visit to London as well as a most enjoyable holiday at home, and he is, at date of publication, on his way back to Winnipeg, from where he will leave in March for Coppermine.

W. P. Johnston is also visiting the London warehouse, after which we understand he is to be married. The congratulations of the district are offered to Mr. Johnston, and we shall look forward to seeing him and his bride when he returns with her to the Arctic this summer.

We understand that Sergeant F. Anderton, R.C.M.P., was married recently and is at present stationed in Regina. Everyone in the Arctic extends "Andy" and his wife all best wishes for their future happiness.

We had the pleasure of seeing at this office the Right Reverend A. L. Fleming, First Anglican Bishop of the Arctic, just prior to his consecration. We hope to see him in the Arctic again this summer.

Since the New Year Mr. Bonnycastle has paid a visit to Ottawa with the Fur Trade Commissioner and has also been assisting the acting district manager of Superior-Huron district in the inspection of posts.

A post office was opened at Coppermine in March, when Mr. R. W. Hale, district superintendent of postal service, flew into the Coronation Gulf post with the first regular mail trip. There are two scheduled flights per annum, but mail will be taken on other casual flights. The opening of this post office will be a great benefit to everyone residing in the Coronation Gulf area.

We have heard from Captain S. A. Cornwell, who is living at "Herschel," Pembury, Kent. He reports having motored some twenty-five thousand miles in England since settling down, which is almost as great a distance as one of his Western Arctic voyages. Mr. Gibson says the captain has taken off a lot of weight and enjoying good health.

Our congratulations go to Inspector and Mrs. C. Rivett-Carnac on the birth of a daughter at Aklavik.

We quote the following from the report of William F. Joss, who was despatched late last fall to establish an outpost at Richardson Island at the north end of Coronation Gulf near Victoria Land. He writes casually: "The *Anna Olga* engine broke down just off Kugaryuak and we had to get a tow from Ole Anderson, who happened to get lost and came down Kugaryuak way. We were unable to go to Tree River, so we did not have a foot of lumber when we arrived at Richardson Island. However, I got the loan of a house from a native and am using a 12x14 tent for a store." We wonder how many carried out their duties under such difficulties this winter and did a good trade too.

We were sorry to hear of the passing of Pete Norberg, who was one of the few real old-timers left in the Western Arctic. He left his camp near the headwaters of the Coppermine last fall to visit Fort Hearne post and has never been seen since, although search was made by Corporal Wall, R.C.M.P., and Johnny Norberg.

Patsy Klengenberg is back at his old post at Wilmot Island this year hard at work on the trap line, while Jimmy Lythgoe is looking after the trading end of the business. We are sure they are getting their share of foxes.

A new era in Western Arctic transportation will commence this year when the supplies for the district will be shipped down the Mackenzie river to Tuktuyaktok, a good harbour below Kittigazuit. The motor schooner *Fort James*, which previously visited the Western Arctic district via the Northwest Passage, will proceed to Tuktuyaktok from St. John's, Newfoundland, where she is at present, via the Panama and Vancouver and will attend to distribution of the supplies with the assistance of the *Aklavik*, after which she will winter in the district. The *Fort James* has a long voyage ahead of her this year, some fourteen thousand miles.

Saskatchewan District

It is with regret that we have to report the disappearance of William Hendry and Alfred H. Stirling from their post at Deer Lake, Ontario. Their disappearance from the post was discovered by Oskar Lindokken, a trapper, on November 14th and although a thorough search of the surrounding country was made no trace could be found of the missing men. R. A. Talbot proceeded to Deer Lake by plane to make further investigations after receiving the report at the office, and discovered that the men apparently were drowned near Man's Falls rapids on the Severn river whilst returning from the fishing camp which they had established some twenty-five miles from Deer Lake. Due to ice forming on the Severn river, the men apparently decided to abandon the canoe they were using and attempted to walk across country back to the post. When crossing the Severn near the rapids they went through the weak ice and were drowned. The Company has lost the services of two excellent young men through this sad accident. The staff wish to convey to the parents their sincere sympathy.

R. A. Talbot left on January 8 for an inspection trip, and expects to visit the following posts before returning to district office about April 12: Beren's River, Little Grand Rapids, Deer Lake, Island Lake, God's Lake, Oxford House, Cross Lake, Norway House, Cedar Lake, Cumberland House, Pas Mountain, Pelican Narrows and Stanley.

From reports received from Pas Mountain post, they experienced the coldest spell in twenty years, the temperature reaching 67 below zero on December 29. Two cows and four horses died during the night. Sixty-five below was also reported at Cedar Lake on December 28.

Due to climatic conditions, considerable difficulty has been experienced in all sectors of the district in making delivery of supplies.

R. W. Murray, district accountant, left on February 1 for Big River, Saskatchewan, in connection with winter freighting arrangements to the Isle a la Crosse and Lac la Ronge sectors. He visited Lac la Ronge, Stanley, Souris River, Pine River, Isle a la Crosse and Beauval, returning to Big River, thence to Winnipeg on February 11.

Nelson River District

On December 11 Hugh Conn and W. E. Brown left for Sioux Lookout on an inspection trip of Trout Lake post. They returned on December 15, reporting that Wm. Glennie, the manager, was sick and required medical attention as soon as possible. Arrangements were made for A. Mackintosh, then on furlough in Winnipeg, to relieve Wm. Glennie at Trout Lake post, and the latter arrived from there on December 28. He has since been operated on for appendicitis, has fully recovered, and returned to Trout Lake.

H. Conn and W. E. Brown left again on January 12 on an inspection trip to the following posts: Pukatawagan, Nelson House, Wabowden, Gillam, Shamattawa outpost, York Factory, Split Lake, Churchill and Caribou.

Acting on the advice of his medical adviser, Hugh Conn has found it necessary to tender his resignation as district manager of Nelson River district. W. E. Brown, who is at present accompanying Mr. Conn on his inspection trip, will take over the management of the district as from the beginning of Outfit 265. Mr. Conn will then join Mrs. Conn and baby daughter (who left here on January 8) in Ireland, where they will reside.

Received our first mail from the North on February 2 and learned that the personnel of Eskimo Point, Nonala and Chesterfield Inlet were all in good health.

Extremely cold weather has been experienced in Northern Manitoba, our post manager at Gillam reporting that from Christmas Eve until the 30th December the temperature did not rise above 50 degrees below zero.

Apparently another epidemic was prevalent amongst the dogs last fall and some Eskimos were seriously handicapped by the loss of teams.

C. H. J. Winter, at present on furlough in England, attended the London warehouse during December, receiving instructions in fur grading.

Apprentice R. K. Muir was transferred in December from York Factory to Wabowden post.

Apprentice H. J. Moore replaced W. J. Harvey at Caribou, Harvey having to remain at Churchill.

Superior-Huron District

M. Cowan returned to Winnipeg on the 12th February, having been absent since 3rd January visiting inland points.

J. L. Charlton, manager of Peterbell post, was married to Miss Doris Trundy, of New York, in Toronto on 26th December. J. Wynd, manager of Allanwater post, not to be outdone by the Peterbell manager, was married to Miss G. Irving, of Allanwater, at Sioux Lookout on 20th January, and it is rumoured that very shortly B. C. Lemon, of Dinorwic, will join the company of benedicts. Our good wishes go to these young couples for their happiness and prosperity.

A. Riach, apprentice stationed at Osnaburgh, is at present in hospital at Sioux Lookout, having had to undergo an operation for the amputation of two toes as a result of having his foot frozen. Mr. Riach is making satisfactory progress, and we all wish him a speedy recovery.

I. W. McCauley, manager of Cat Lake post, is at present in Winnipeg for medical attention.

D. H. Learmonth, manager of Hudson post, paid a short visit to district office in January.

A. L. Hill, a new apprentice, has been stationed at Minaki. M. S. Cook, who has been stationed at Dinorwic until recently, is now at Hudson as assistant, and W. S. Franklin, who has been acting as relief post manager at various points, is now acting as assistant at Temagami.

The lumbermen's strike at Nipigon held things up in that locality, in all connections, for a considerable time. Affairs have been satisfactorily settled and all the lumbermen are back on the job in the bush.

Freight for Lansdowne House, Fort Hope, Kagainagami and Cat Lake has been going in by aeroplane during the past few weeks. English River supplies, with freighting point at Calstock, will be taken in shortly.

Project 51 officials, at Hudson, are now all ready to build fifteen more camps around the shores of Lac Seul on the de-timbering project.

Fort Nisqually is to be reconstructed at Tacoma, Washington, under the public works programme of the N.R.A. of the United States. Fort Nisqually was established by the Hudson's Bay Company at the south end of Puget's Sound and abandoned by the Company about 1865.

James Bay District

Congratulations are in order to Mr. and Mrs. Robert Gordon on the birth of a son January 16, 1934. Mr. Gordon is the H B C post manager at Albany.

Robert J. Spalding left Moose Factory on 29th October for furlough in the United Kingdom during the winter months.

Apprentice Ronald Thompson, transport clerk at Moosonee during the summer months, has been transferred to Attawapiskat post until the commencement of transport activities next spring.

Reports are received from all over the district that one of the earliest freeze-ups for years was experienced this autumn. Many of the Indians were caught by the ice before they were able to reach their trapping grounds and had to camp just where they were able until they could proceed to their destinations on the ice. At Moosonee the river froze during the last few days of October.

Pilot Bibby, of Canadian Airways, flew Mrs. Graham and children from Moosonee to Attawapiskat on December 14.

On 20th December, Pilot Bibby again left Moosonee for Povungnetuk with Mr. and Mrs. Bob Stewart, of Revillon Freres, as passengers. As he did not return to Moosonee within the time estimated for the trip, Pilot Lymburner and Engineer Palaisey took off in a large Junkers' plane equipped with radio and located Pilot Bibby and party all safe at Port Harrison, where the undercarriage of the machine had been damaged while landing on the rough ice. Pilot Lymburner took Mr. and Mrs. Stewart on to their destination and then returned to Moosonee on 19th January. After receiving the necessary repair parts for the damaged plane Lymburner took off for the north on 30th January.

Doctor Tyrer, Indian agent, left Moose Factory on 16th January and travelled as far as Albany, returning to Moose Factory on 29th January.

The annual Moose Factory to Moosonee dog derby was run on 3rd January, and to add zest to this event Corporal E. S. Covell very generously donated a magnificent trophy in the form of a loving cup suitably engraved. Brother Claude Cardinal, of the Roman Catholic mission staff, was the winner of this year's race and has the honour of having his name as the first on the new trophy. His time from Moose Factory to Moosonee, three miles, was six minutes and forty-one seconds. Previous to the big event, two races were staged for boys with two dogs each. The elapsed time for these events approximated seven minutes.

Since the erection of bowling alleys at Moosonee, a league of four teams was organized—Anglican Mission, Department of Indian Affairs, R.C.M.P. and H B C. The H B C received the prize turkey.

It is with the deepest regret that his many friends in all walks of life will learn of the demise of William Moore at Moose Factory on 4th February in his seventy-ninth year, after an illness of only one week's duration. Mr. Moore was born at Mattagami post in 1855, joined the Company on a seven-year contract as apprentice blacksmith in 1871, was married in 1878, and in the same year was sent to Rupert's House to ply his trade. Blacksmiths in those days made all traps, axes, crooked knives, fire steels, Indian awls, fish spears, etc., used by the trade. In the year 1902 Mr. Moore returned to Moose Factory to preside at the anvil in the old blacksmith's shop, the oldest building in Ontario. In common with his fellow tradesmen he was often taken from his regular duties and sent on trips as attendant to officers of the Company while travelling by canoe and boat in summer and dog teams in winter. In later years, while custodian of the blacksmith's shop at Moose Factory, he became probably the best known man in this section of the country and was a source of great interest and information to the many prominent visitors since the advent of the railroad. Always genial and a perfect gentleman, he was held in high esteem by all, whether white or Indian. In addition to a keen sense of duty and loyalty towards the Hudson's Bay Company during his sixty-two years' service, he was as faithful to his church as to his employers and regularly assisted with the services at St. Thomas' Anglican church, where he will be sadly missed. Burial services were conducted by Rev. Gilbert Thompson, and interment took place at Moose Factory on 6th February. Immediate relatives are: T. C. Moore, post manager at York Factory, a son; and Mrs. M. Cochram, of Winnipeg, a daughter. C. W. Moore, of Moose Factory, is a grandson.

St. Lawrence-Ungava District

The Fur Trade Commissioner visited us before proceeding to Newfoundland, and also upon his return. He was accompanied to Ottawa by R. H. G. Bonnycastle and the district manager.

The Company's historical calendar for 1934 has been the subject of much favourable comment in the East. Recently we had a visit from Mr. R. Lagimodiere, manager of the Capital Trust Corporation Limited, Montreal, who is a direct descendant of Jean Baptiste Lagimodiere, hero of the great trip from Winnipeg to Montreal in 1815.

A son was born at Aberdeen on 22nd January, 1934, to Mr. and Mrs. James C. McGibbon, of Lake Harbour, Baffin Land. Our congratulations go out to the proud parents. News of the important event was cabled to district office and a message to Mr. McGibbon was broadcast by radio on the following Arctic broadcast, so that the happy father was informed within four days. Not so very many years ago he would have had to await the arrival of the annual supply ship about the beginning of August.

J. H. A. Wilmot inspected Barriere, Senneterre, Oskelaneo, Weymontachingue and Pointe Bleue posts during the past quarter.

J. le M. Jandron, of the Fur Trade Commissioner's office, visited La Sarre, Senneterre, Oskelaneo and Weymontachingue posts in January, calling at district office before returning west.

George McLeod is at present at Weymontachingue post in connection with building alterations at that post.

W. C. Newbury recently visited Seven Islands and Havre St. Pierre posts.

W. Black is at present inspecting La Sarre, Senneterre, Oskelaneo and Weymontachingue posts.

A welcome visit was received from Mr. H. Hodkisson, who spent the Christmas season in Montreal.

Congratulations of the "Men of the North" are extended to the recently consecrated Anglican Bishop of the Arctic, Rt. Rev. A L. Fleming, D.D.

F. F. Martin, of the Canadian Committee office, accompanied by E. P. Lennon, of the stores buying offices, paid us a visit in December.

During the past quarter visits were received from the following: Messrs. Garon Pratte and C. G. Dunn, of Quebec; E. G. Cadney, F. C. Gaudet, W. O. Douglas (F.T.C.O.), C. Landau, W. E. Swaffield, Dr. L. D. Livingstone, Corp. Chamberlain (R.C.M.P.), Miss D. Goldsmith (late of the North Bay district office), H. P. Warne (F.T.C.O.), J. C. Atkins (C.C.O.), Douglas McKay (C.C.O.).

Labrador District

We regret to record at this time the death of George Gall, late post manager of Pangnirtung post. The deceased arrived here by the S.S. *Nascopie* last fall, but did not feel sufficiently fit to travel to his home in Scotland. During the first days of December he contracted a cold and developed pluero-pneumonia, from the effects of which he died on December 5. He was buried at St. John's beside a fellow countryman, James Kelt, who died here under similar circumstances a few years ago. Mr. Gall's funeral was attended by representatives of the Hudson's Bay Company and quite a number of friends, and also a guard of honour from the Masonic society.

No winter mail has yet been received from the Labrador posts but, judging from telegrams received from Cartwright and Northwest River, it appears that they are getting their share of the extremely cold weather experienced in Newfoundland this winter.

It is with regret that we record the death of Mrs. Job, wife of the Hon. R. B. Job, which occurred on January 15.

The Fur Trade Commissioner visited St. John's during December, arriving here on the 24th and left again on New Year's Day.

The names of the commissioners who will govern Newfoundland for an indefinite period were published during January and are as follows: His Excellency Admiral Sir David Murray Anderson, Sir John Hope Simpson, C.I.E., Mr. T. Lodge, C.B., Hon. F. C. Alderdice, Hon. J. C. Puddester, Mr. W. R. Howley, K.C., Mr. E. N. R. Trentham.

The M.S. *Fort Garry* is now having a new Fairbanks-Morse engine installed and the job will be completed around 20th February, after which she will lay up in Bay Roberts until required in May.

The M.S. *Fort James* has been brought to St. John's and dry-docked in preparation for her voyage to the Western Arctic.

The S.S. *Beothic*, of Messrs. Job Brothers & Company's fleet, has lately been purchased by Bowring Brothers Limited, and will prosecute the seal fishery this spring in the interests of that firm. It is expected that Job Brothers will fit out the S.S. *Neptune* and *Ungava* for the sealing venture this season.

Among the visitors during the past couple of months, we note the following: Judge Murphy, of Carbonear; Harry and Abe Ford, Captains A. Kean, Stanley Barbour and George Whiteley. Mr. Adey, one of the mates on the S.S. *Nascopie* last season, paid us a visit in early January.

Mr. G. Milling, of Messrs. Job Brothers & Company, sailed for England in late December.

The S.S. *Nascopie* is getting a general clean-up this winter by Chief Officer Randell, Mr. Reed and Mr. Penston, who are standing by the ship.

Coppermine, Western Arctic, Looking Northeast (Photo R.C.A.F.)

Fire-Arms of Hudson's Bay Company

(*Continued from Page 12*)

over" (one barrel under the other) revolving type appeared between the years 1760 and 1770; and the sporting gun with barrels side by side, as in our modern twelve bore, came into use between 1780 and 1825. In the early nineteenth century the double-barrel muzzle loading percussion-lock shot guns were both clumsy and heavy, but had the advantage of detachable barrels for cleaning. They do not seem to have been as popular in the Company as the light single-barrel muzzle loading percussion-lock fowling piece. We have a fine specimen which might have been the identical gun used by Mr. Pickwick when shooting with Mr. Snodgrass and Mr. Tupman in the "thirties." It is a muzzle loading percussion-lock with a long Spanish barrel (38 inches) with the usual "spider" fore sight welded onto the muzzle. The stock and butt are of American walnut and workmanship and mounted with silver. The barrels for these guns were made at Toledo and the stocks and butts in Great Britain and the United States. Compared with this beautifully finished piece, the Company's trade gun is plain but eminently serviceable, with the stock continued up to the muzzle for strength. It was in its day an essentially useful weapon, and its long barrel (42 inches in the longer, and 36 inches in the shorter) gave range and accuracy. Its bore was half inch and it carried the Company's trade marks on the barrel, lock plate and butt, and sometimes the Company's name. About this gun the detractors of the Company wove the fantastic story that the length of the barrel was to enable the trader to get more beaver skins from the Indian by telling him that, if he wanted the gun, he must pile beaver skins up to the top of the barrel with the gun standing butt to ground. As a matter of fact the price of this gun was fixed at twenty beaver skins (the beaver skins being the medium of barter). The real reason for the length of the barrel was to give the slow burning powder time to burn, and so get greater muzzle velocity. These are the guns, I am told, that the Indians used to decorate with brass nails, and for buffalo hunting would cut the barrel short to about twenty-seven inches for close range shooting from horseback. The above remarks apply generally also to the Winchester rifle. It was one of the first practical repeating weapons with a long tubular magazine under the barrel and pump lever action.

If some of the old guns in the Company's service could talk, they would tell of some strange experiences. There is a long barrel flint-lock muzzle loading gun in our collection that might be the very brother to the piece used by Long John Silver in "Treasure Island." It was made by Hirst (gunmaker of London) in 1797 for the East India Company, as it carries the John Company's trade mark on the lock plate. The butt, from its curious narrow shape, is evidently of Eastern workmanship, possibly a renewal, and has the name "Kapt" and the number 399 carved on the side, evidence probably of military service. It is a piratical looking weapon with its dull red butt and half stock carrying a long rakish barrel coated with tar, the only preservative known in those days. Incidentally tar was used as an antiseptic to cauterize the stumps of amputated limbs, a dollop of boiling tar being considered quite the correct treatment. No wonder the wounded died from shock. From the East Indies the gun must have travelled by way of the Philippines to the Sandwich islands, where the Company, in the early nineteenth century, had a trading post, and finally to the northwest Pacific coast into the possession of the Tolmie family of Fort Nisqually and Victoria, B.C.

There is also a fusil of French origin, judging from the amount of brass ornamentation on the stock and from the maker's name "Pane," which does not appear on the British or American lists of gunmakers. (The fusil, or light military musket, gave its name to the fusilier regiments that carried it.) This particular piece was probably landed in Ireland by the French under General Hoche at the time of the Irish Rebellion in 1798. The letters "D L" and the number 3134 on the barrel and lock plate show that the piece was registered under the act passed after the suppression of the rebellion. This act ordained that all arms in the country must be registered at Dublin. From Ireland it crossed the Atlantic and came into the McAdoo collection. Then, by way of Cape Horn, or overland across the continent, it found its way to Victoria and the Tolmie collection of Hudson's Bay Company arms.

The pistols used by the Company in early days were as cumbersome as the muskets and, judging by the horse-pistol in our exhibit with its three-quarter-inch bore, were more like young cannon than the accepted idea of a pistol. Some of the brass mounted, heavily ornamented, pieces made by the famous Lazarino Cominazzo (Italian pistol maker of the seventeenth century) were veritable works of art. The horse-pistol in question was brought west across the Rockies by John Tod, of the Company and Victoria, in 1823. Its half stock gives an indication of its age, for until about 1780-85 these horse-pistols had the full stock up to the muzzle. Owing to the large size of their bore, these pistols were often loaded with slugs and were sometimes known as "carriage pistols."

Of quite different workmanship is the dainty little muzzle loading flint-lock double barrel "under and over" pocket pistol, with its beautifully ornamented lock plate and cocking pieces. It is a fine example of the pocket pistol used by the "bloods" of the regency in the beginning of last century, and was carried in the flap pockets of the period. It was brought from Ireland by John Work, of the Company and Victoria, in 1814 or 1817.

The revolving principle, says Mr. Pollard, "is as old as fire-arms, but it was not until 1810-1820 that manufacturing methods permitted sufficient accuracy of workmanship or precision of boring for really safe cylinder or chamber weapons to be made. Fairly crude revolving pistols, on a ratchet by hand, were made by Twigg and Hunter and one or two others." Twigg and Hunter were London gunmakers of 1770-1780.

From the C. H. French collection, Victoria, we have a relic of old Fort Vancouver in an early re-

volving pistol muzzle loading percussion lock, fired by external caps, which was brought from England to the Columbia department in 1835 by Mr. Waynne, of the Hudson's Bay Company. In connection with the discovery of coal on Vancouver island, Mr. Waynne went north and used the revolver as a protection against the Indians in 1852, when he was engaged in building the stockade and bastion at Nanaimo.

It was not until the "fifties" that much improvement was made in revolving pistols, when in 1851 Samuel Colt (New York City) patented his muzzle loading percussion lock U.S. Navy Colt revolver or "belt pistol" using paper cartridges. Of this type of Colt we have a well preserved piece from Victoria. It was the commonest of the early Colts, "and was always of .36 calibre" (Pollard). It was fitted with a ramrod working on a hinge beneath the barrel for loading the six chambers in the cylinder, and weighed two pounds ten ounces. From all accounts it was not a sound pistol, especially when worn. Like the Colt revolving rifle of 1850 (one of the first multi-loaders or repeaters), "the flash from one chamber escaped at the barrel joint and often cut its way past the bullets in the other chambers, so that simultaneous explosions occurred" (Pollard).

The ultimate success of the breech loader, repeater or magazine rifle (the same applying to the shot pump-gun) lay in the development of the cartridge and accuracy of manufacture by machinery of close fitting parts. The solid paper cartridge with a metal base was a big advance in the right direction, especially with shot guns. Then came the metallic cartridge as used in the Martini-Henry rifle, and finally the solid drawn all metal cartridge used in the .303 short Lee-Enfield magazine rifle. It is this solid drawn all metal cartridge that has solved the problem of safety in modern fire-arms, for it is a little gun in itself.

It's a big jump from the crude musket of our pioneers to the magazine rifle of today, but it's all in the life of the Great Company; and so long as the spirit is sound all will be well. As the old Indian hunter said, it's not the gun that counts, but the man behind it.

Obituary

The death of Samuel Dunseith Wilson occurred unexpectedly last summer. Mr. Wilson joined the Company in 1900 and for some years before his death was manager of the shoe department of the Vancouver store.

* * * * *

Captain James William Mills, widely known captain of the Mackenzie River fleet, died in October 1933 at the age of seventy-one. Captain Mills served the Company from 1894 to 1923.

* * * * *

Mrs. John E. Graham, a pioneer of Alberta and daughter of the late Senator Richard Hardisty, chief factor of the Company, died on 16th October.

Captain James W. Keene, a one-time apprentice of the Company and later well known Pacific coast sailor, died recently at the age of ninty-one.

* * * * *

Captain A. Cleveland Smith, late commodore captain in the Company's fleet, died in October 1933. During the war Captain Smith served with distinction with the Royal Navy.

* * * * *

George Alexander Gall died in St. John's, Newfoundland, in December, as a result of the war. Mr. Gall was a much valued member of the Fur Trade department in the Eastern Arctic.

* * * * *

William Hendry and Alfred Stirling, of Deer Lake post, are presumed to have been drowned in the Severn river last fall. Hendry was post manager, and Stirling his clerk. Both came from Scotland and were highly thought of in the Fur Trade department.

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Mrs. Colin Rankin, widow of a former chief factor of the Hudson's Bay Company, died in January in Montreal.

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Thomas Riddoch, a pioneer trader of the Company in the Churchill area, died last September. He opened the first store on the Churchill townsite.

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William Johnson, who served the Company for forty years from 1878, died at Minden, Ontario, last summer.

* * * * *

Job Edwards died near Fort Chimo last summer. Prior to his retirement in 1915, he had been employed for thirty-one years as a fisherman.

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John Ross, believed to have been the first white man born in Alberta, died in November 1933. As a young man he was in the Company's employ.

* * * * *

William Moore, who was employed by the Company for sixty-two years at Moose Factory, died in February. Mr. Moore is reputed to have been the oldest blacksmith in Canada.

* * * * *

Mrs. Margaret Stewart Ross, daughter of a chief factor of the Company, died in Winnipeg in February. Mrs. Ross was a granddaughter of one of the original Selkirk Settlers.

* * * * *

W. Witteridge, of the London Fur Warehouse, died suddenly on 18th December. He had been with the Company for twenty-eight years and had been awarded the Company's silver medal and two bars.

The Beaver is printed by Saults & Pollard Limited, Winnipeg, Canada, specializing in the production of the better class of periodicals, brochures and art printing.

Meat

(*Continued from Page 28*)

or safety of that mighty herd of precious animals entrusted to him by the great White Chiefs of the Government.

There was an even greater responsibility, not so immediate, but spanning generation after generation of time. Lives of far-away tribes depended on his wisdom; lives in countless numbers yet unborn would flourish or perish from the earth by the acts of one man. To establish this great herd which now poured into the valley was Jon's gigantic business. To so establish these life-giving animals that the spectre of famine would vanish forever from the North rested with him—with him, Jon the Lapp. It was an overwhelming thought. Caesar, or Wellington, or Lincoln had no heavier burden. But Jon knew nothing of them. He must carry on in the solitude of his own thoughts.

Then, too, the Eskimo must learn the management of the herd, the conservation of reindeer throughout all time, the rearing of other herds, protection, forethought, patience. To teach them these things was a problem second only to the long trek itself. Those distant Eskimo tribes on the other side of the Great River must also be taught —a long lesson, explanations, patience, restraint. Eskimo were naturally destructive, like children careless of the future. With only their own primitive weapons this wantonness had not been of great moment. But the rifles from the White Chiefs had slowly increased in the Northland. How easy to bring down a whole herd of pawing musk ox! What rare sport to drop caribou after caribou! Sometimes so many fell that only the tongues need be taken. Now the great herds were dwindling; they avoided the ancient migratory trails. Hunger and cold, dark and terrible, brooded over the arctic night.

The reindeer were not just so many creatures to be taken from one place to another. They were the visible answer of man in his endless efforts to live. Vaguely there passed through Jon's thoughts the ceaselessness of the human struggle—the migrations to grass lands, the battles for water rights, the perils of fishermen on distant seas, ingenuity, heroism, sacrifice. Man himself waged unending warfare against his invisible enemies—Cold and Famine. It was overwhelming. He, Jon, the Lapp, was a part of this epic struggle to live. He turned his eyes to the herd below him. There, surging along the valley, went warmth and food, light and happiness—Life itself marched before him.

The preparation was now in its final stages. Tents and tools were ready. Tanned hides and sleeping bags and kaptas were in order. Varieties of food, dried and canned, cured and frozen, fresh and aged, were stored in great quantities. Knives and pots and needles were located for hurried packing. The snow covering deepened and the nights were colder. When the lakes and streams and treacherous muskegs were hard with frost, then would come the day of departure. Then the children of the North would drift silently into the dimness of the long trek. Polar twilight would envelop them; haze of storm demons would swallow them. Never such courage, such wildness, such premeditated recklessness, such sublime faith.

HBC and "The Old Lady"

(*Continued from Page 33*)

has extended over a long period and is recorded in the Board minutes beginning in 1735, the most recent being in 1932.

As is generally known, in Mr. P. Ashley Cooper, the Governor, and Mr. E. R. Peacock, a member of the Committee, the Hudson's Bay Company has on its Board two of the present directors of the Bank of England. Other Governors of the Hudson's Bay Company who were also directors of the Bank of England were the following:

Henry Hulse Berens—Governor Hudson's Bay Company, 1858-1863; director of the Bank of England, 1849-1880.

George Joachim Goschen (Viscount Goschen)—Governor Hudson's Bay Company, 1874-1880; director of the Bank of England, 1858-1865.

Sir Robert Molesworth Kindersley—Governor Hudson's Bay Company, 1916-1925; director of the Bank of England, 1914.

The first director—and, it may be added, Governor—of the Bank of England to be directly connected with the Company was Sir John Henry Pelly, Baronet, who became a member of the Committee in 1806, was elected Deputy Governor in 1812 and became Governor of the Company in 1822, continuing in that office until his decease in 1852. He became a director of the Bank of England in 1822, and was elected governor of the Bank in 1841.

A fine portrait of Sir John Pelly hangs in the Board Room at Hudson's Bay House, London.

Sir John Pelly was largely responsible for bringing the difficult negotiations of 1820-21 between the Hudson's Bay Company and the Northwest Company to a successful conclusion in 1824, in recognition of which he was presented by the proprietors of the Company with a piece of plate of the value of five hundred guineas. He also interested himself in the negotiations with Russia concerning the Alaskan boundary, and at his suggestion a stipulation was inserted in the convention of 1825 directing that the Russian boundary on the Northwest Coast of America should not be extended further eastward than ten marine leagues from the sea. In 1838, accompanied by Sir George Simpson, Pelly visited St. Petersburg, and the discussions which then took place formed the basis of a trading agreement between the Hudson's Bay Company and the Russian American Fur Company which came into force in 1840 and was renewed at intervals until 1867.

The Pelly river, Yukon, was so named in his honour in 1840.

After the Oregon Treaty of 1846, Sir John Pelly laboured to secure permanently to the Hudson's Bay Company the possession of such lands and posts as they held on the Northwest Coast of America north of the 49th parallel of latitude.

LEADING magazines of the United States and an American college have recently added their tributes to the world fame of the Hudson's Bay Blanket.

In the *Saturday Evening Post*, J. P. Marquand's story of the North employs the blanket coat in several of its illustrations. *Vogue* records the fact that Colonel and Mrs. Lindbergh used specially designed blanket coats on their flight to Europe and return. In *Harper's Bazaar* a cosmetic company employs two cheerful girls in blanket coats to promote their sales. The Dartmouth College team which won the championship in 1933 of the International Intercollegiate Winter Sports Union wore jackets made for them from our scarlet blankets. While at the top we show you again the Hudson's Bay Point Blanket and some of the quality which has made it the standard for the world.

Hudson's Bay Company.

INCORPORATED 2ND MAY 1670

Wm. Tomison

(*Continued from Page 25*)

During the season of 1809-10 preceding his final return to Europe he assumed control of "Sucker Lake post" in the Nelson River district.

We may picture Tomison as a man endowed with considerable energy but not with the virtue of maintaining friendly relations with those with whom he came in contact. As he became more experienced in the affairs of "inland trade," so it seems, he became even more difficult to deal with, until towards the close of his career he was esteemed neither by the officers of the Company nor by the natives. William Auld, "chief" at Churchill, actually refers in 1809 to "the universal ill-will which the Indians bear to Mr. Tomison."

The following anecdote, which we have from John McDonald of Garth, may serve to throw some light on one aspect of his character: When Tomison was established at Buckingham House and McDonald, of the North-West Company, at the adjacent Fort George in 1795, it appears that there was a well dug by Tomison from which he was extremely unwilling to let the Nor'-Westers draw water, fearing, as he asserted, that in consequence of the long-continued drought the supply would not be sufficient for the needs of both parties. Finally McDonald told Tomison that unless he acceded to his request one of them must pay a visit to the bottom of the well, and this resulted in his obtaining for the North-West Company their due share of the water for ever afterwards.

First Anglican Bishop of the Arctic

(*Continued from Page 9*)

beginning nor ending, this shape being regarded as an emblem of eternity, constancy and integrity. The ring is of rich design, beautifully carved, bearing the arms of the bishop and his diocese, and was presented to him by the Lord Bishop of Montreal, from the Church of St. John the Evangelist, Saint John, N.B., one of the most important parishes in the Maritimes, as a mark of their esteem and friendship. Then came a substantial cheque presented by the Archbishop of Ottawa on behalf of a goodly number of the laity in Eastern Canada, prompted by the knowledge that his consecration to the office of a bishop in the Church of God would involve considerable expense of which they wished to relieve him, and also as an expression of their goodwill to one who had rendered splendid service to the church.

The Canadian Committee of the Hudson's Bay Company have in course of manufacture a Pastoral Staff, which will shortly be presented to Bishop Fleming and his successors in office. It is a symbol of his office, to be used at public episcopal ministrations. The staff is made in the shape of a shepherd's crook, and one is generally given to a bishop at his consecration, to denote that he is constituted a shepherd over the Flock of Christ. This use of the Pastoral Staff comes down to us from the most ancient times.

It is interesting to note that the communion plate used at Dr. Fleming's consecration was presented by the Hudson's Bay Company over sixty years ago to the late Bishop Machray, then chaplain to the Hudson's Bay Company.

Those who meet the Bishop of the Arctic, for the first time, are struck at once by his presence, his stateliness and a manner dignified, courteous and singularly gracious. Few can equal his powers of work and endurance; he does everything on a big scale, in generous measure, as if in view—as no doubt it is—of the exalted place he fills. He has room in his heart not only for those who share his faith or have no faith at all, but a harder thing, for those whose faith and methods have been cast in a mould different from his own. The evidence of his courage is plain enough, for during his long experience in the lonely Far North he has twice narrowly escaped death.

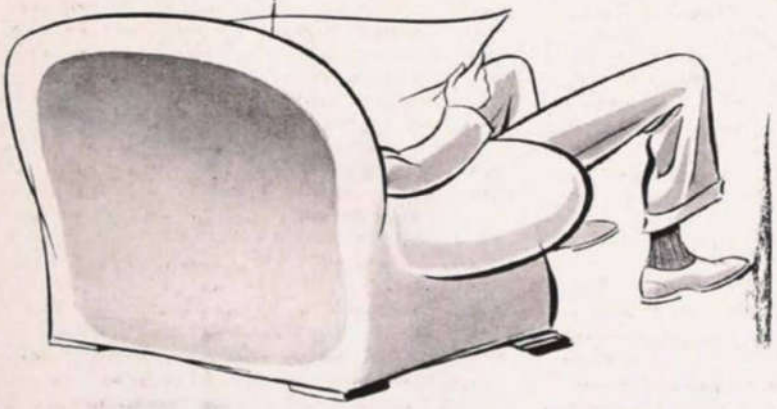
As a platform speaker upon missionary subjects, Dr. Fleming is excellent, and as a preacher he is forcible, impressive and persuasive. There is no search after choice words, none of the common tricks of rhetoric, nor any thought about himself. He has the art of putting things in a very genial, interesting and attractive way. His hearers know that he who is asking them to give their life or goods for the great cause has himself given all he asks. The aureole of sacrifice is about his person and his words. The Church of England in Canada is confident that in the Arctic Bishop Fleming will build up a "strong tower" against the enemy.

Fort Maurepas

(*Continued from Page 23*)

Mr. R. H. G. Leveson Gower, archivist of the Company, in his article on William Tomison in this issue, states that in 1767 Tomison left Severn on his first voyage of exploration, but that owing to the fact that Tomison's original journal of his voyage was lost through the upsetting of his canoe Tomison's account of the voyage is brief. Mr. Leveson Gower's article states that in the ensuing spring (1768) Tomison ascended the Red river apparently at least as far as the present site of Winnipeg, and on his way up the Red saw two old French forts, doubtless the abandoned Fort Maurepas of La Verendrye a few miles below the present city of Selkirk and Fort Rouge situated at the forks of the Red and Assiniboine rivers.

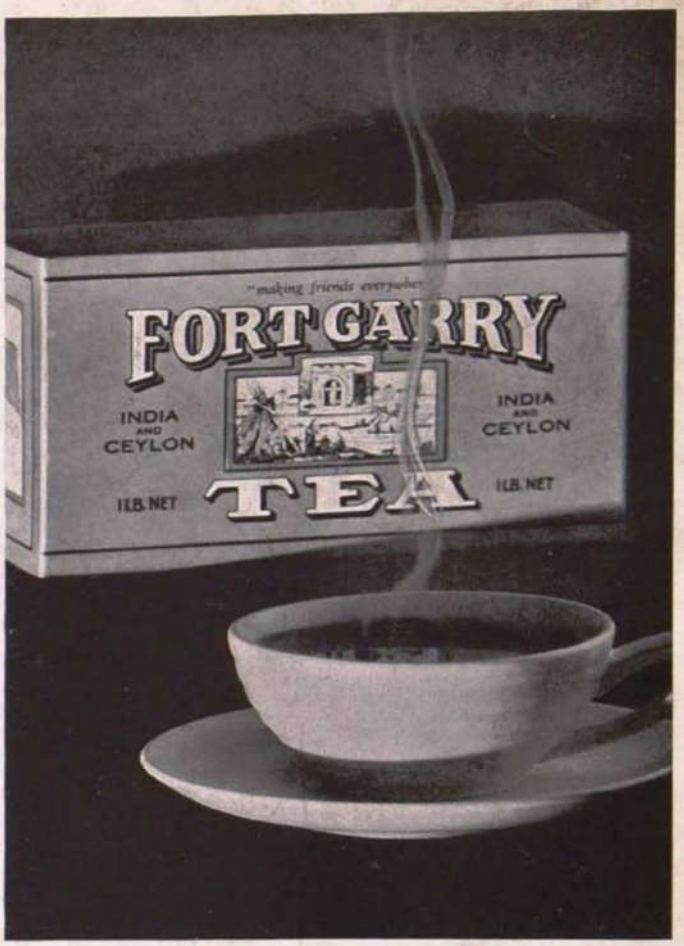
If it is Mr. Leveson Gower's own supposition that the forts seen by Tomison were Maurepas and Rouge, then we have no more light on the subject, for if Tomison merely refers to "two old French forts" they may well have been Fort Aux Rosseaux (the existence of which is well established) and Fort Rouge. If, on the other hand, Tomison mentions either the name "Maurepas" or its position on the river—had one of the forts seen by Tomison been at the mouth of the river it is probable he would have mentioned the fact—then it seems to be definitely established by Tomison's journal that there was a Fort Maurepas on the Red river which probably antedated Fort Rouge.

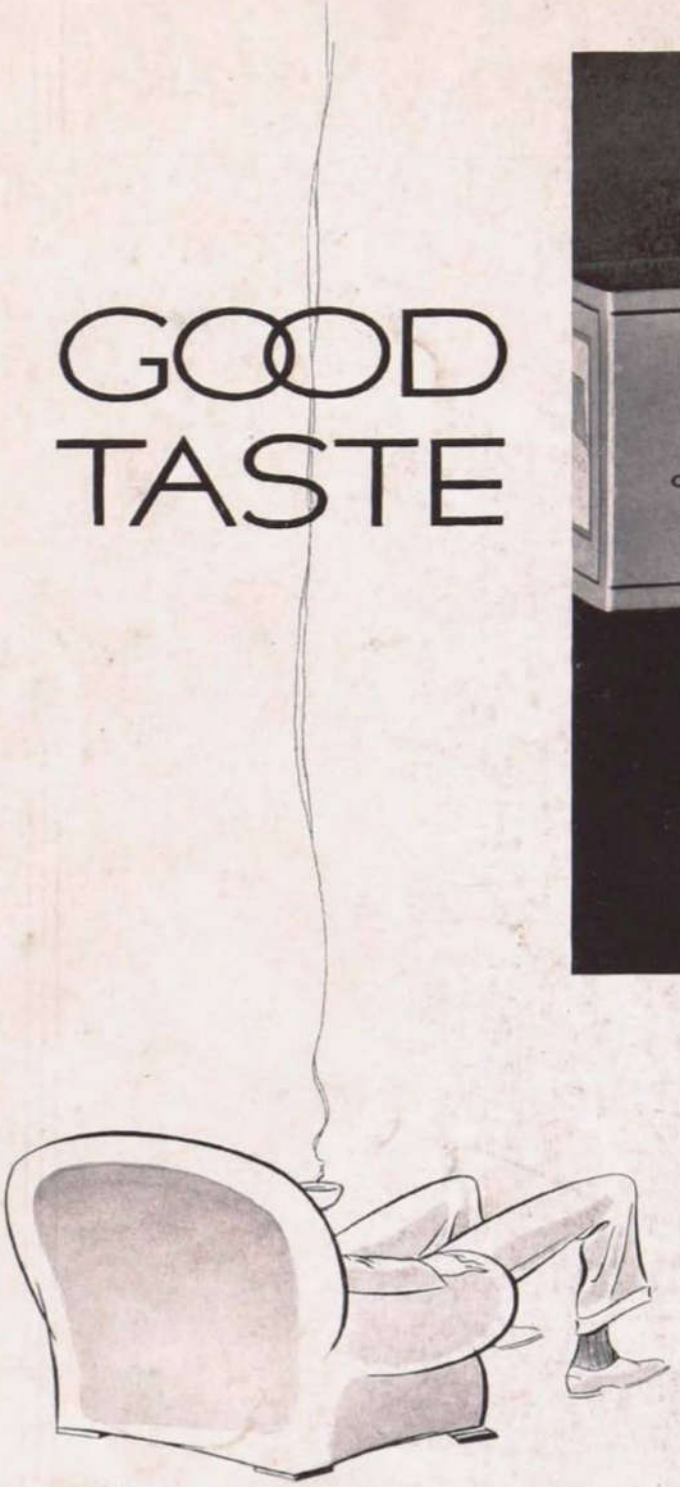


Hudson's Bay Company.

INCORPORATED 2ND MAY 1670.

GOOD TASTE





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Hudson's Bay Company.

INCORPORATED 2ND MAY 1670